



WEST ELBOW COMMUNITIES

Local Area Planning Project

Phase 3: REFINE - What We Heard Report
Winter 2025



West Elbow Communities Local Area Planning Project

Phase 3: REFINE What We Heard Report Report Back – Winter 2025

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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 worked 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 September 17, 2024. We asked for feedback on the draft Heritage Guidelines, the draft urban form and building scale maps, and community improvements. The booklets included a postage-paid, mail-in feedback form for responding 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 be used for the duration of the project.
- **The City of Calgary Engage page:** Participants could visit 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 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

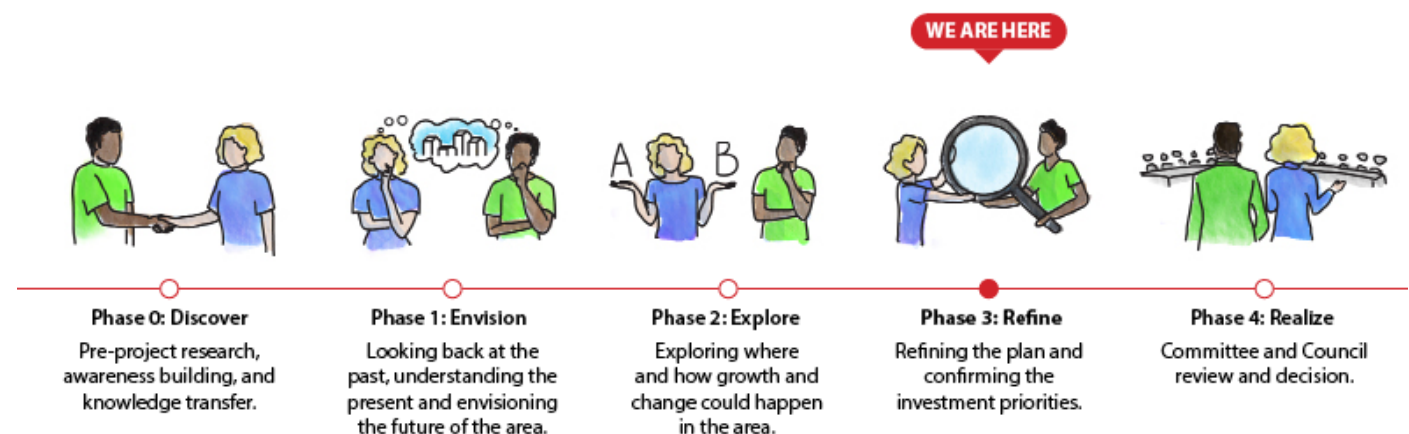
Heritage assets are privately owned structures, typically constructed before 1945, that significantly retain their original form, scale, massing, window/door pattern and architectural details or materials. Through a recruitment process, a Heritage Guidelines Working Group was assembled to provide feedback 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 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 3: REFINE Overview

Phase 3 occurred in Fall 2024 and focused on creation and refinement of the second chapter of the Local Area Plan. Phase 3 engagement was focused on further discussing and refining how redevelopment and revitalization could happen in the West Elbow communities. Participants were asked to provide comments and thoughts on the following topics:

Topic 1: Heritage Guidelines

Topic 2: Draft Urban Form and Building Scale Maps

Topic 3: Community Improvements

A revised draft Chapter 1 & 2 and initial draft Chapter 3 of the Plan were also available for review and feedback.

Topic 1: Draft Heritage Guidelines

The Heritage Guidelines are intended to help make sure new development respects the historic character of existing homes and positively contributes to the ongoing historic nature of these areas. When the Guidelines are in place, any plans to build or renovate homes within the boundaries must meet the Heritage Guidelines. In Phase 3, we asked participants to provide feedback on draft Heritage Guidelines and tell us whether they think the draft Heritage Guidelines provide appropriate guidance for new development in Heritage Guideline Areas.

Topic 2: Draft Urban Form and Building Scale Maps

The Draft Urban Form and Building Scale Maps outline the type and scale of development and also where development makes sense. We used participant input to help to inform refinements in Chapter 2 of the West Elbow Communities Local Area Plan.

Map 1: Draft Urban Form Map

The Draft Urban Form Map details the types of uses proposed for different areas. These can include primarily commercial areas, primarily residential areas and parks and open space.

Map 2: Draft Building Scale Map

The Draft Building Scale Map details the allowable height and building mass for different areas. The various scale categories contain policies that outline building heights and other design considerations such as stepbacks (where higher floors are set back from lower floors).

Topic 3: Community Improvements

The project team explored the kinds of community improvements and changes that are of interest to participants to help support new growth and improve neighbourhood amenities in the West Elbow communities. We used participant input to help inform refinements in Chapter 3 of the West Elbow Communities Local Area Plan.

Additional Feedback: Draft Chapters

As with other phases of engagement, online and engagement session participants were given the opportunity to review and provide feedback on draft chapters. For phase 3, we asked for feedback on the West Elbow Communities Local Area Plan draft chapter 2 and draft chapter 3.

Phase 3: REFINE 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 engagement session (in person or online) or a conversation series event (in-person) 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 3 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 3 focused on refining the draft Plan and confirming community improvement ideas. 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. Initial ideas for community improvements were shared with opportunities for additional ideas to be provided.

Engagement took place with targeted participants and with the public from September 17 to October 15, 2024, and with targeted groups in September and October 2024. Between September 17 and October 15, 2024, we held two events online and one in-person engagement session at the Marda Loop Communities Association Hall. Online engagement was open for 28 days with mailed-in engagement booklet feedback forms being accepted until the first week of November 2024.

A comprehensive communications plan was developed to inform the community about the project and opportunities to get involved. The awareness campaign ran from September 17 to October 15, 2024, aligned with when public engagement opportunities were available.

Total **ADS DISPLAYED: 701,595**

Methods used to build awareness included:

- **Direct mail (education & engagement booklets mailed):** 31,021.
- **Two waves of geo-targeted social media ads:** 364,494 impressions
 - Facebook: 84,505 + 81,873 impressions
 - X: 42,781 + 50,480 impressions
 - Instagram: 72,578 + 31,496 impressions
 - NextDoor: 368 + 373 impressions
- **Geo-targeted digital ads on YouTube and Spotify:** 272,314 impressions
 - YouTube video ads: 119,804 impressions
 - Spotify audio ads: 152,510 impressions
- **Advertisement in local community newsletters:** 33,250 circulation.
- **Email update sent to subscribers:** 556 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: 7,163

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

- **4,836** unique website visits
- **582** feedback forms received (online and mail)
- **59** registered for a virtual session (2 public sessions, 1 community association meeting)
- **19** attended the Phase 3 in-person engagement session
- **1,487** 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)
- **24** attended the Working Group session
- **31** Heritage Guidelines Working Group members (17 community members, 8 community association representatives, 3 heritage advocacy group representatives, 3 development industry representatives)
- **13** attended the Heritage Guideline Working Group session
- **18** who attended community association sessions (virtual and in-person)
- **15** attended the session for industry members

Total ENGAGED: 937

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

- **375** Online engagement contributors
- **207** Paper feedback forms returned
- **19** In-Person Engagement Session attendees
- **59** Virtual Engagement Session attendees
- **44** Post-secondary student session attendees
- **42** Post-secondary student pop-up event attendees
- **37** persons registered for the conversation series
- **43** Working Group members
- **31** Heritage Guideline Working Group members
- **18** community association session participants

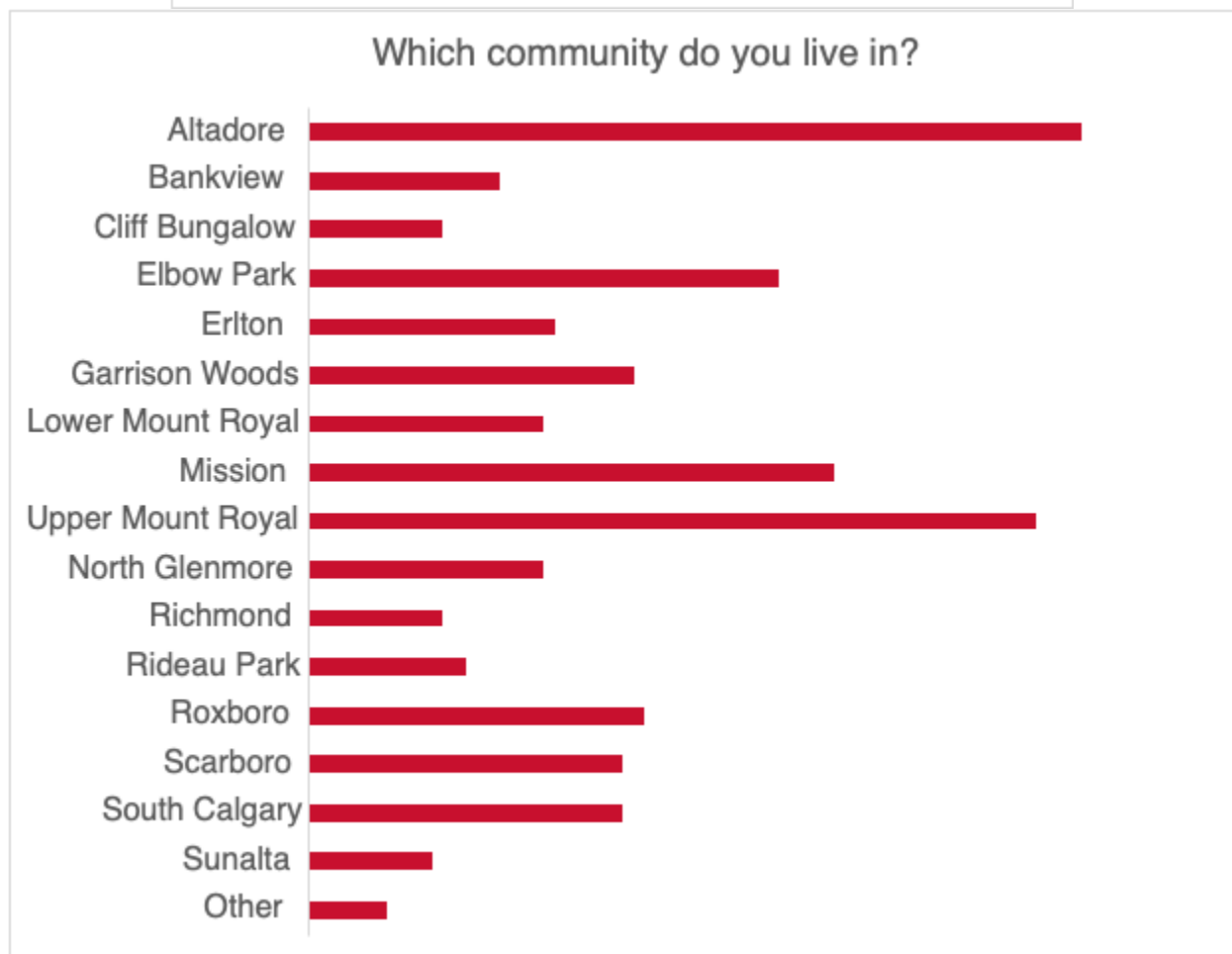
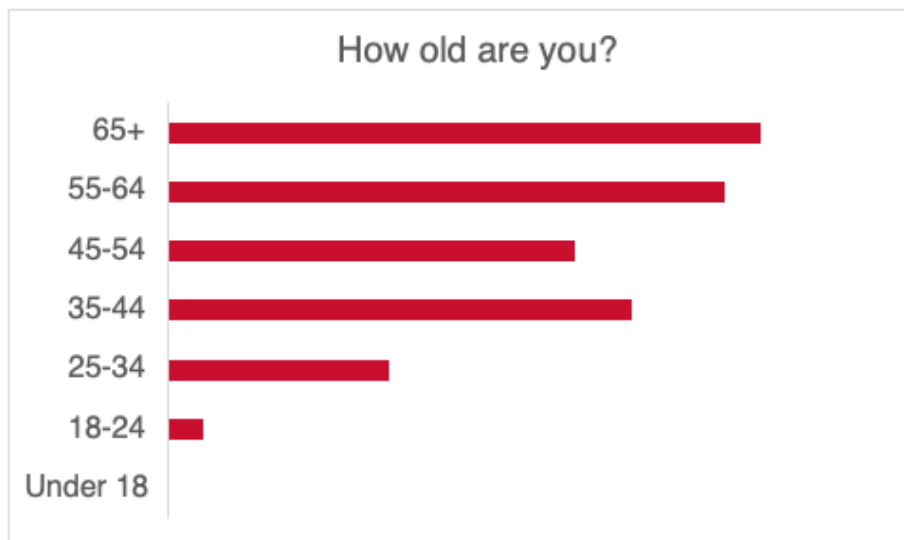
TOTAL CONTRIBUTIONS: 1,250

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

Engagement & Communications	Metrics
<p>The project launched Phase 3 engagement on September 17, 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>Between September 17 and October 15, 2024, we hosted two events online and one in-person engagement session at the Marda Loop Communities Association.</p>	<ul style="list-style-type: none">• We received 4,836 website visits from unique visitors, with 375 contributors providing submissions online through the engagement portal.• There were 207 paper feedback forms returned.• We spoke with 19 people in-person at our public engagement session on October 2, 2024.• 59 people attended the online engagement sessions on September 26 and October 9, 2024.
Targeted Engagement	Metrics
<p>Community Associations</p> <p>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">• We held two community association meetings on September 10, 2024 (in-person) and on September 12, 2024 (online).• 18 people registered to attend across both opportunities.
<p>West Elbow Communities Working Group</p> <p>In Phase 3, the working group participated in one workshop session, detailed below in the working group section.</p>	<ul style="list-style-type: none">• 43 working group members.• One workshop session was hosted during Phase 3.
<p>West Elbow Communities Heritage Guidelines Working Group</p> <p>In Phase 3, 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">• 31 working group members.• One workshop session was hosted during Phase 3.

Demographics of public engagement participants

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



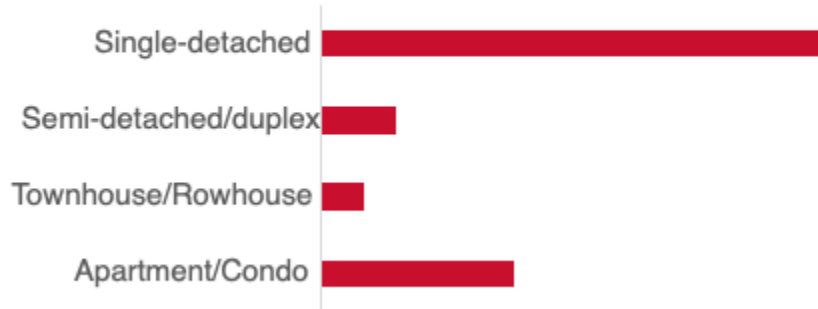
Do you own or rent?



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 3: 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 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 intended 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.

The Working Group will participate in eight focused workshops over approximately 18 months. As part of Phase 3, the working group completed one focused workshop session.

Working Group Session #7: Refining the Plan

On Wednesday, November 21, 2024, the working group met online, and members participated in activities to discuss the draft Plan and review changes since the previous working group session. The session focused on reviewing the revised Urban Form and Building Scale Maps and discussing future community improvements.

You can find a copy of the presentation from the session here: [Phase 3 - Working Group November 2024](#). A summary of feedback provided by working group members at the session can be found in the [Appendix A: Targeted Engagement Feedback](#) section.

Phase 3: Community Association Meetings

On September 10 and September 12, 2024, community association representatives were invited to meet with the project team either in-person at the Cliff Bungalow-Mission Community Association Hall, or online. The main objective of the meetings was to update community association participants on the work completed to date, review and discuss revisions made to the draft Urban Form and Building Scale Maps based on key areas, explore community improvements, review and discuss the draft Heritage Guidelines, and to provide information about the Phase 3 public engagement planned for early fall 2024. The sessions were organized into the following components:

- Part 1: Phase 2 Report Back and Key Changes
- Part 2: Draft Heritage Guidelines
- Part 3: Draft Urban Form and Building Scale Maps
- Part 4: Community Improvements

You can find a copy of the presentation from the session here: [Phase 3 - Community Associations Meeting September 2024](#), and a detailed summary of phase 3 community association feedback can be found in the [Appendix A: Targeted Engagement Feedback](#) section.

Phase 3: Industry Session

An online session was held for industry session members on October 3, 2024. The project team provided an update of the West Elbow Communities Local Area Plan, review of the draft local area plan maps, draft community improvements, draft Heritage Guidelines, and upcoming engagement opportunities.

You can find a copy of the presentation from the session here: [Phase 3 - Industry Session October 2024](#). A summary of feedback provided by industry members at the session can be found in the [Appendix A: Targeted Engagement Feedback](#) section.

Phase 3: Heritage Guidelines Working Group

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 members of 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 participated in 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 #4: Draft Heritage Guideline Policy and Maps

On September 4, 2024, the Heritage Guidelines working group met to discuss Calgary's heritage program tools, including Heritage Guideline areas, heritage assets and character defining elements.

You can find a copy of the presentation from the session here: [Phase 3 - Heritage Guidelines Working Group September 2024](#), and a detailed summary of feedback provided during the session can be found in the [Appendix A: Targeted Engagement Feedback](#) section.

Phase 3: 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. Opportunities to provide feedback as part of Phase 3 engagement were open between September 17 and October 15, 2024.

Phase 3 engagement was focused on further discussing and refining how redevelopment and revitalization could happen in the West Elbow communities. Participants were asked to provide comments and thoughts on the following topics:

Topic 1: Heritage Guidelines

Topic 2: Draft Urban Form and Building Scale Maps

Topic 3: Community Improvements

A revised draft Chapter 1 & 2 and initial draft Chapter 3 of the Plan were also available for review and feedback.

These questions were presented both at our in-person engagement session, 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 3: High-level Themes

Topic 1: Heritage Guidelines

- Participants felt the Heritage Guidelines are too restrictive and did not encourage development.
- Participants felt the Heritage Guidelines do not go far enough, lacked prescription or the means for enforcement.
- Participants commented on the equitability of distribution of designated Heritage Areas across communities, and the omission of certain areas and buildings of certain ages from the Guidelines.
- Participants made specific comments around the development of multi-residential and multi-storey buildings in Heritage Guideline areas.
- Participants commented on design features and provided location- and building- specific feedback.

Topic 2: Draft Urban Form and Building Scale Maps

- Participants provided location-specific feedback and suggestions across the West Elbow Communities Local Area Plan area when talking about the proposed Urban Form and Building Scale Growth Maps as proposed (for example feedback on commercial use in Rideau/Roxboro and building heights in Erlton and on the Holy Cross Site).
- Participants highlighted the importance of preserving neighbourhood tree canopy and green spaces.
- Participants expressed concerns around traffic and parking in their communities.

- Participants commented on their perception of inequitable distribution of density across the Plan area.
- Participants voiced concern about the potential effects of growth on privacy, shadowing and property values.
- Participants commented on the level of readiness of infrastructure in the Plan area to accommodate growth.

Topic 3: Community Improvements

- Participants would like to see more walking and wheeling (Calgary's Pathway and Bikeway Network) connections throughout the Plan area.
- Participants suggested enhancements to the neighbourhood tree canopy, parks and green spaces.
- Participants commented on the need to consider traffic calming enhancements, sidewalk improvements and safety in general in the Plan area.
- Participants commented on the level of readiness of infrastructure in the Plan area to accommodate growth.
- Participants made location-specific comments and suggestions for community improvements.

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

Across engagement, distinct themes emerged from the feedback received in response to each topic question. Each theme listed below 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 – Heritage Guidelines

Question 1: Do you think the Heritage Guidelines provide appropriate guidance for new development in Heritage Guideline Areas? If not, what would you change and why?	
Themes	Sample verbatim comments:
Participants felt the guidelines are too restrictive and did not encourage development.	<ul style="list-style-type: none">• <i>"Forcing new development to adhere to a specific pitch or massing constraint etc. based on what *some* of the homes look like limits the ability of each owner to enjoy his or her property unduly. For example, redevelopment in the area is already extensive, and has massing much larger than the original homes given changes in market preferences. But all new development needs to adhere to the old massing standard from decades ago? Another example - roof pitch. Let the owner choose. Needless red tape."</i>• <i>"I find the concept of heritage guidelines to be restrictive to architectural freedom. New contemporary designs are a great way to juxtapose character homes. I support heritage preservation but am not sure this is the best tool to support preservation."</i>• <i>"I'm all for some architectural standards to maintain the character of a neighbourhood, and I think the majority of this document does a good job at that, but let's cut the big fundamental restrictions on the ways our communities can grow."</i>
Participants felt the guidelines do not go far enough, lacked prescription or the means for enforcement.	<ul style="list-style-type: none">• <i>"While I commend the city of Calgary for providing heritage guidelines, there are certain key issues with the guidelines proposed. First, the language used is not prescriptive, which would undermine the effectiveness of the guidelines. For example, the language uses "encouraged" or "discouraged" rather than require. Adding requirements is not social engineering but to preserve beautiful areas left in the City."</i>• <i>"Overall the heritage guidelines seem to use very soft language like "may", "should", "encouraged". I see lots of way developers may meet the letter of the guideline but not the</i>

Question 1: Do you think the Heritage Guidelines provide appropriate guidance for new development in Heritage Guideline Areas? If not, what would you change and why?

Themes	Sample verbatim comments:
	<p><i>intent. I would suggest stronger wording and a more transparent process on approval of designs in heritage areas."</i></p> <ul style="list-style-type: none"> • <i>"I think the guidelines should be more strictly enforced."</i> • <i>"They are not stringent enough or restrictive on some facade and landscape features."</i>
<p>Participants commented on the equitability of distribution of designated Heritage Guideline areas across communities, and the omission of certain areas and buildings of certain ages from the Guidelines.</p>	<ul style="list-style-type: none"> • <i>"I think that heritage guidelines are being used to protect a select few neighborhoods while leaving Altadore to be densified without any thought to wrecking areas where families reside."</i> • <i>"So unfair. You are adding heritage guidelines to neighbourhoods that have the resources to fight rezoning laws."</i> • <i>"I believe it's important to protect heritage assets and styles in our city. However, heritage guidelines can be seen as exclusionary when protecting wealthy assets and prohibiting development that could allow more people to live and appreciate heritage neighbourhoods. Heritage guidelines must not gate-keep and increase exclusivity in neighbourhoods. They must be balanced to allow growing populations and attractions that would motivate people to live and visit these neighbourhoods, not to defend wealthy households and restrict public enjoyment."</i> • <i>"No. Not equitable. Should be same throughout city. Very unfair."</i>
<p>Participants made specific comments around the development of multi-residential and multi-storey buildings in in Heritage Guideline areas.</p>	<ul style="list-style-type: none"> • <i>"Small communities such as Rideau and Roxboro are key to the internal community and network of Calgary. They should be treated with respect and integrity to existing buildings and single residence homes preserved. Restrictive covenants should be respected. No large scale buildings should be spackled through this pristine green corridor."</i> • <i>"There should be no multi residential dwellings allowed in neighborhoods like Upper Mount Royal."</i> • <i>"It is important that all heritage be acknowledged. It is inappropriate to suggest that 6 story bldgs should be</i>

Question 1: Do you think the Heritage Guidelines provide appropriate guidance for new development in Heritage Guideline Areas? If not, what would you change and why?

Themes	Sample verbatim comments:
	<i>anywhere near conservation districts. Adj. projects should be limited to only 3.0 m higher."</i>
Participants commented on design features and provided location- and building- specific feedback	<ul style="list-style-type: none"> • <i>"Why are the PMQ houses in Garrison Woods not included in the heritage assets? They are unique in the city and just post war, so very close. Please consider."</i> • <i>"The heritage areas in the Bankview map are understated. Cultural heritage should also be included. For example one of Alberta's best architects Jeremy Sturgess has done over 60 units in Bankview."</i> • <i>"Modern metal and wood, harsh linear design features should be restricted and flat roofs strongly discouraged. The landscaping should maintain the garden concept that is within the restrictive covenant requirements for landscaping. Flat, square box facades should be restricted to promote the historic values throughout."</i>

TOPIC 2 – Draft Urban Form and Building Scale Maps

Question 2: Do you think any changes to the draft Urban Form and Building Scale Maps should be considered? Please explain what change(s) you think should be considered and why?

Themes	Sample verbatim comments:
Participants provided location-specific feedback and suggestions across the Plan area when talking about the proposed Urban Form and Building Scale Maps as proposed (for example feedback on commercial use in Rideau/Roxboro and building heights in Ertlon and on the Holy Cross Site).	<ul style="list-style-type: none"> • <i>"Fourth Street SW in Rideau/Roxboro should not have commercial use – unfair burden on our neighbourhood."</i> • <i>In Roxboro, do not designate the neighbourhood connector category for both sides of 4th St. We don't need any "small scale commercial" activity. We have all the commercial we need across mission bridge. Similarly no "low modified" buildings on either side of 4th St.</i> • <i>"Ertlon! 22 Avenue to 25th Ave. should not be slated for 27 storey buildings or higher. This is a small community and unable to host this scale and # of residents. The</i>

Question 2: Do you think any changes to the draft Urban Form and Building Scale Maps should be considered? Please explain what change(s) you think should be considered and why?

Themes	Sample verbatim comments:
	<i>infrastructure cannot support it. The building should be no higher than 5–6 storeys as most are now!”</i>
Participants highlighted the importance of preserving neighbourhood tree canopy and green spaces.	<ul style="list-style-type: none"> • <i>“Our community life involves frequenting those businesses that have long been established and have become like family. That is where we want to obtain those services. Not along the two streets with 100+ year old heritage homes and beautiful old trees that provide an amazing tree canopy.”</i> • <i>“The several open areas, (parks, etc.) and wonderful tree canopy make this an area for families, walking children and dogs, etc. to enjoy the natural surroundings created by tended gardens, etc., birdlife and squirrels in this area close to downtown.”</i> • <i>“...the city should recognize to retain more green space for vegetation and urban tree canopy. Incentivize tree retention!”</i> • <i>“We appreciate the consideration and maximization of the tree canopy.”</i> • <i>“In addition to impacting wildlife and shading/cooling benefits of tree canopy, new buildings and densification is taking away all green space and over towering homes that already exist here.”</i>
Participants expressed concerns around traffic and parking in their communities.	<ul style="list-style-type: none"> • <i>“Developers should not be allowed to provide inadequate parking while squeezing evermore units into the smallest possible piece of land.”</i> • <i>“On main streets where more densification is planned there NEEDS to be ample parking for all residents and visitors of the building. When there is snow 7 months of the year nobody is using a bike as their main method of transportation.”</i>
Participants commented on their perception of inequitable distribution of density across the Plan area.	<ul style="list-style-type: none"> • <i>“I do believe changes should be considered. It seems certain communities...are being re-zoned considerably more for densification vs other communities. This is</i>

Question 2: Do you think any changes to the draft Urban Form and Building Scale Maps should be considered? Please explain what change(s) you think should be considered and why?

Themes	Sample verbatim comments:
	<p><i>inequitable & will fundamentally change the feel of the neighbourhood."</i></p> <ul style="list-style-type: none"> • <i>"I will actively oppose uneven treatment between communities!"</i> • <i>"Please consider all neighbourhoods fairly and use the same criteria to make changes to them."</i>
Participants voiced concern about the potential effects of growth on privacy, shadowing and property values.	<ul style="list-style-type: none"> • <i>"The building's height will cast large shadows, reducing natural light and affecting the aesthetics and livability of nearby homes. For many residents, access to sunlight is essential not only for comfort but also for maintaining a healthy living environment."</i> • <i>"There will be shading and privacy issues with building of these heights and will negatively affect the residents housing value and experience within their homes and in the neighborhood."</i>
Participants commented on the level of readiness of infrastructure in the plan area to accommodate growth.	<ul style="list-style-type: none"> • <i>"Think of the cost of densification as the water system was not built for this so will have to redo all the water system in existing neighborhoods."</i> • <i>"Density plans can not be supported by the local schools."</i> • <i>"The community does not have the infrastructure (roads, parking, schools) to support the changes and any additional density."</i> • <i>"Fix city infrastructure – build water main redundancy before you try to stuff more people into a city that doesn't have the capacity."</i>

TOPIC 3 – Community Improvements

Question 3: Do you have any additional ideas for community improvements that would benefit the West Elbow Communities?	
Themes	Sample verbatim comments:
Participants would like to see more walking and wheeling connections throughout the Plan area.	<ul style="list-style-type: none"> • <i>"I would like to see more improvements to the accessibility and comfort of sidewalks and bike/wheeling network throughout the plan area. Especially areas like streets like 14 Street, Macleod Trail, Crowchild Trail, access to the LRT stations, BRT and bus stops, sidewalks in Bankview, and along Mission Road."</i> • <i>"Pedestrian and cycling street improvements could sometimes come at a cost to vehicular traffic. Car use needs to decline in the inner city."</i> • <i>"Ensure bike lines connect safely, without putting cyclist on busy road."</i>
Participants suggested enhancements to the neighbourhood tree canopy, parks and green spaces.	<ul style="list-style-type: none"> • <i>"Stop cutting down all the old trees and paving over green space. The amount of older trees lost to infill development is constant and high. The loss of those trees as well as the conversion of older homes and lots to primarily concrete will impact the climate resilience of our neighbourhoods, decreasing shade, increasing extreme heat, and decreasing the ability to handle heavy rainfall."</i> • <i>"Save existing trees if it all possible. Plant more trees to replace any lost."</i> • <i>"Suggest adding canopy protection & preservation to building guidelines."</i> • <i>"We don't need wide sidewalks. Time after time I've seen sidewalk improvements result in cutting down trees i.e. 4th St. 17th Ave. 40 year investment in canopy gone."</i> • <i>"Developers who remove trees from multi unit developments should be required to replace "a tree for a tree"</i>
Participants commented on the need to consider traffic calming enhancements, sidewalk improvements and safety in general in the Plan area.	<ul style="list-style-type: none"> • <i>"More pedestrian only areas would be wonderful. Improved crossings and digital cross walks would help reduce the number of instances where drivers make illegal turns in Mission to catch a light at the risk of hitting a pedestrian."</i>

Question 3: Do you have any additional ideas for community improvements that would benefit the West Elbow Communities?

Themes	Sample verbatim comments:
	<ul style="list-style-type: none"> <i>“Dutch style paving stones on streets that are more pedestrian/car symbiotic. The pavers allow cars to feel they should be more careful.”</i> <i>“Prioritize pedestrian and cyclist safety through traffic calming measures.”</i>
Participants commented on the level of readiness of infrastructure in the Plan area to accommodate growth.	<ul style="list-style-type: none"> <i>“It seems to me that we need to build better infrastructure (electricity, sewage, water, etc.) to support density versus importing Spanish tile, putting in bike lanes, where no bikes, travel (and where it is cold 7 months/year) and bump curbs.”</i> <i>“Keep the roads passable and efficient. Pick up the garbage. Don’t change rules (rezoning) to benefit those who haven’t paid and experience city growth at the expense of those who do.”</i>
Participants made location-specific comments and suggestions for community improvements.	<ul style="list-style-type: none"> <i>“The development of the Holy Cross site offers an amazing opportunity to improve the landscaping of the wider area and increase the attractiveness of the Mission neighborhood to both live and visit, among others by improving access to the Elbow river and by connecting it to Lindsay park and the Stampede grounds, including with new bike paths. This would also connect the LRT station to the new public space at Holy Cross and would help drive demand for both the new shops and businesses at the Holy Cross site and the existing commercial core on 4th Street.”</i> <i>“Redo tree canopy at South Calgary Park. The Cottonwood fluff falls into the swimming pool. All trees are untidy/unkempt.”</i> <i>“McLeod Trail sure could use some improvements i.e. pedestrians walking.”</i>

What did we do with the input received?

The project team used feedback to refine the draft Local Area Plan, specifically refinements to the draft Urban Form and Building Scale Maps and policies in Chapter 2. Input gathered was also used to help refine and confirm ideas for potential future community improvements in the Plan area.

We encourage you to review the Phase 3 What We Did Report to understand how feedback collected in Phase 3 helped to inform the concepts in the draft West Elbow Communities Local Area Plan that will be brought forward in Phase 4: REALIZE.

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 launch Phase 4: REALIZE on January 14, 2025. This phase will include opportunities including in-person and online information sessions, giving participants the opportunity to review the plan in its entirety, a plan that was informed and refined by public engagement from Phase 1: ENVISION; Phase 2: EXPLORE and Phase 3: REFINE in the draft West Elbow Communities Local Area Plan.

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

Appendix A: Targeted Engagement Feedback

Phase 3: Community Association Sessions - Feedback

Draft Heritage Guidelines

- I would add on Garrison Woods and the the military barracks
- How do you balance the city wide rezoning to RCG with the heritage guidelines as setbacks are reduced
- I don't see any guidelines? Is there going to be something more specific provided. General nice-to's don't really provide guidance to developers looking to make money
- What is the consequence of developers not following the guidelines?
- The Elbow River is a key Plan asset. Will its relationship with the WECLAP be found in the Heritage section?
- The relationship of the Military Museums to the community and the adjacent former Lincoln Park airfield and Currie Barracks and connection to the Garrison Woods community should be reflected in the LAP.
- Impressed to see Heritage Areas – other cities have Heritage Districts – is that something the city would consider having?
 - District model is appealing as it is way more than just 2-3 homes, its entire areas
- Conflict with the Heritage piece and the Building Scale? How would that look?
 - When the two maps overlay they don't match – density vs heritage, how can the tall buildings respect the Heritage
 - Need to mark this as a conflict
 - Can't you change the zoning?
- You will see the erosion of the Heritage assets when the 4-6 storey goes up
- Are these Heritage Guidelines going to be used in the approval process?
- If I wanted to build a “replica” Heritage home, could I?
- How do you legally protect the historic home?
- Density transfer contradicts the spirit HGA
- Elbow Drive -it would be terrible for developers to come in and take in the 1912 homes – bottom line is to protect these homes – balance with letting people do what they want their homes too
- Density transfer – clarify? – does this mean you can more storeys around?
- 14th / Council Street – more than 25% of this street is Heritage, why is this not an HGA?
- Density transfer – scenario questions – moving density from Mount Royal to Main St?
- Does this mean the community would not be involved in the decision?
- Could I just buy and sell a heritage home then sell and buy? And sell the density? How does this protect a heritage asset?
- DC for Heritage transfers?
- Shadowing next to main streets – in Heritage Areas – policy to talk about those impacts?
- Reiterate when it is final map:
 - Story about the history of the areas (Scarboro, Mount Royal) and why they may not get the same treatment as others
 - Would help people understand why – history
 - Make it clear on the map or something to make it stand out

Draft Urban Form and Building Scale Maps

- Initial thoughts will be the increased scaling of building heights in certain areas, I recently had a developer use the fact/threat that they “could” build a six-story building but are choosing not to even though they were increasing density by 700%, this is along 26 AVE where most of the homes are single family/duplex. I foresee people being upset with some areas having a very different scale increase.
- The corridors should reflect current as built developments. For example, why suggest 20th St south of 50th Avenue as “up to 4 storey” where a substantial portion of the street has been redeveloped within the last decade? Within the time frame of this LAP (10 years?), this is unlikely to change.
- North of 17th – Scarboro – does it have to be commercial or it flex too?
- Parks and Open Spaces – are they zoned to stay Parks and Open Spaces? I know some are RC2 now, what does that mean?
- What is the present land use designation on the Parks and Open Spaces?
- Does this affect the pocket parks? The city can sell them without public consultation?
- Rio-Can in Glenmore Landing is an example of that?
- Is there not a calculation of green space for hectares per person?
- Blanket rezoning – was it not to protect all parks? Then they rescinded that? And took away the park protection?
- Maps - Is there a possibility it would go even higher? Or this the max?
- Limit it to 4 storeys on 17th Street (near Scarboro) West of 14th but not the East side of 17th – the north side
- 4 does not impeded the shadowing – 5, 6 does
- South side of 33rd Ave needs to be up to 12 storeys
 - 14, 17, along 33 shown as 26 – subject to shadowing studies but it will be lower
 - 33, 34, 20 – highest density, Truman dev – said they gave the City a great design and amenities and City took it away –
- Cliff Bungalow – Heritage Areas- 3 storey building
 - Multifamily requirements
- I keep hearing this: 14th Street – no – don’t want 6 storeys
- Erlton - have 7-12 storeys on 25th ? You have ignored what we said. Why is it still there?
 - Similar to the north side of 25th – more density along MacLeod
 - MCG72 – it is already higher density in south Erlton
 - Anthem land was zoned for a specific density
 - What happened in 1982 will happen again (homes being neglected and rented, landowner/developers sit on them and wait for density to increase) - upzoning
- Erlton – Secondary suites is a way better to increase density then to build up

Community Improvements

- improving the recreation facilities. Our outdoor pool at South Calgary outdated. New areas in Calgary have full recreation facilities. The MLCA building was built in the 1950’s and needs upgrading
- Improved facilities and upgrades to community associations, creating modern community hubs for all to use (bankview)
- Resolution of the split nature of the North Glenmore Park CA (south and north of Glenmore; Garrison Green west of Crowchild)

- See if there is any further appetite or budget for an escarpment pathway (proposed by Ward 8 councillor Woolley in 2018)
- I thought I saw upgrades proposed for 17th or 18th Street SW North of 50th Avenue. Related to the upgrades in the athletic park. How will this impact transportation on these two streets?
- The unprogrammed space south of 50th Avenue (near the River Park off leash area) - are there future upgrades proposed?
- EAGCS – funding all the LAP – funding model? Explain that
 - LAIF
- How detailed are we going to see the community improvements? Will they be on a map? Does it go into specific streets?
- Community improvements – resiliency and open spaces- densification – increasing on building the lot size allowed to build on – we losing urban canopy and green space
 - Van and Montreal have far more tree canopy than Calgary
 - Van – bought parking lots and turn them into parks
 - Where will this space come from?
- We have not added any new parks in this community in 25 years

General comments

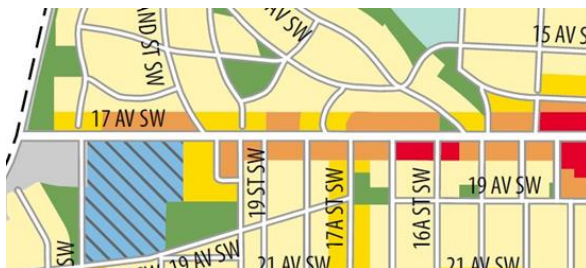
- Infrastructure has to be indicated – especially now (water restrictions) we do not want to that again – it needs to be visible, a goal, or in the appendix
 - Needs to be it's own core value
- Chicken and egg – its not just subsurface – the roads for example – every new house digs up the road, our road is so bumpy
- Infrastructure considerations – will come up a lot
- Infrastructure - I see nothing on this – lots of communities have old pipes – 75 years old
 - In Van, I see them replace infrastructure before the density comes, that's not how they do it in Calgary
- Process in general –
 - Why do you ask for feedback but ignore it?
 - As we talk through the process – we all love our own communities –
 - CA members– people know more about the communities they represent
 - How does someone who doesn't live in MY community have any weight when the just put down random thoughts about where they think density should go
 - Would benefit from the WG to be able to see the entire map before it goes out to the public? Would be good to be able to discuss that as a Working Group
 - Offended by the process – you ask me to contribute my time to help create a map and won't let us see the map before
 - No ownership of the process
 - Let people be accountable and let them see it
 - Recognize that the WG has put in their efforts to create the map
 - Show the entire maps to the WG before the public
 - Need more transparency
 - Broader perspective – rezoning for example – people are unhappy and frustrated, increase in frustration

Phase 3: Working Group Session #7 - Feedback

Draft Urban Form and Draft Building Scale Maps Activity

Map 1: 17 Avenue SW (west of 14 Street SW)

Phase 3 Draft Urban Form Map



Revised Draft Urban Form Map (no changes)



Phase 3 Draft Building Scale Map



Revised Draft Building Scale Map



Map 1: Do you have any feedback on the proposed changes to 17 Avenue SW (west of 14 Street SW)? Please explain why.

- Scale on 17th Avenue should be 4-storeys all along Scarboro neighbourhood.
- Pragmatic. Decidedly fine - closer to goals on main streets. Let it evolve organically - delaying for a main streets master plan is not ideal. Main Streets is woefully delayed and underfunded.
- Agreed that the area between Scotland and Summit should be 4 storeys (low-modified)
- Suggesting to make it neighbourhood connector across 17th Avenue giving onto Scarboro; it's a small historic neighbourhood (330 homes), keeping the residential character is important
- Mainstreet needs a concept and vision for the area west of 14th St. Until then, we should limit height and scale, especially on the north side due to impacts involving height etc.
- Neighbourhood connector less intensive is better. Quite a slope so not a lot of potential to be too intense.

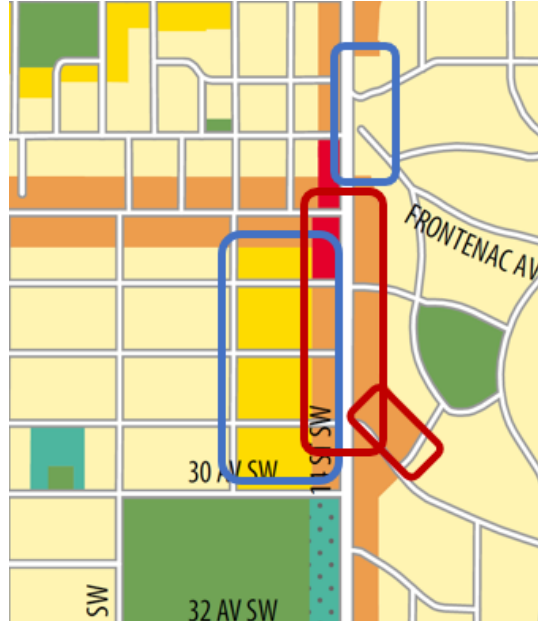
- Instead of downscaling the building scale in the blue box, could potentially look at expanding the previous scale further north. Or perhaps look at increasing building scale elsewhere to replace the higher density housing lost from this change
- Consistent neighborhood flex makes more sense on 17th ave than what is currently there. This will allow for greater flexibility in use and neighbourhood flex allows for the neighbourhood connector type businesses anyway
- Change to building scale does make sense. It's good to have a buffer between lower and taller buildings
- Building Scale: Changing the laneless portion along 17 AV SW to a lower scale makes sense given the conditions.
- Urban Form: The remaining portion of 17 AV SW could be adjusted so there is a more consistent Urban Form (suggest Neighbourhood Flex to provide maximum flexibility) throughout.
- I like the 6 stories on the south side of 17 Av as taller buildings will not shade the adjacent sidewalk, but I see the concerns about no rear lane and some strange street intersections.
- Supportive of smaller scale commercial on this corridor to encourage more walking traffic, vs. larger retail
- Echoing above. The bus stop at the corner of 17th and Crowchild is a bit treacherous to walk to.
- Are there any plans for the future of the health centre? If the space becomes busier, there may be a need for more commercial space nearby. (Thanks!)

Map 2: 14 Street SW (26 Avenue SW and Premier Way SW)

Phase 3 Urban Form Map



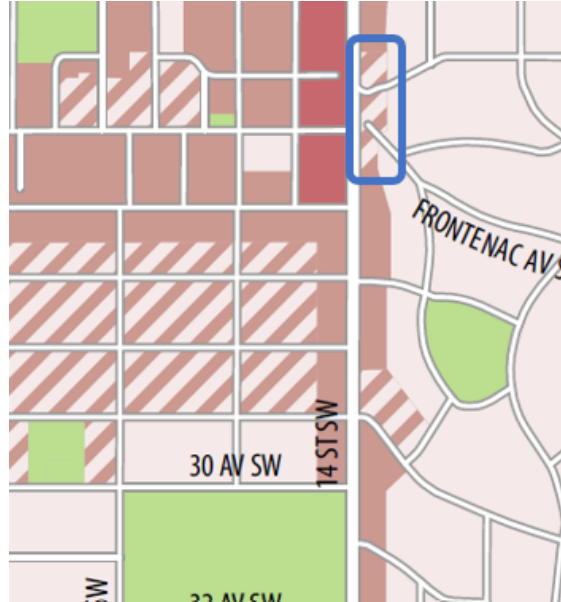
Revised Urban Form Map



Phase 3 Building Scale Map



Revised Building Scale Map



Map 2: Do you have any final feedback on the proposed changes to 14 Street SW around 26 Avenue SW and Premier Way SW? Please explain why.

- The extent of commercial along Premier Way should be reviewed- keep it closer to 14th.
- I support more commercial in this area, especially on the west side.
- Pragmatic. Decidedly fine. Avoid being over prescriptive, Topography review is great.
- No commercial development and density on east side of 14th street at Frontenac Ave and Premier way
- 16th sucks for able bodied persons, let alone anyone with a mobility issue
- Shifting from 16th st and moving east makes sense - 16th is very steep (not walkable), and will create two disconnected commercial areas with residential sandwiched in between vs. one concentrated commercial area along 14th street that 'might' achieve more of a critical mass and facilitate better walkability.
- Support requiring commercial on street level along 14th street and restricting street-level residential.
- Blue area on Frontenac makes sense. East side of 14th inappropriate and that part of mainstreet is a very low priority for Mainstreets. Red area expanded onto Premier strongly opposed. Higher density on east side will be an issue. Expect pushback.
- Development east of 14 St., scale it back. Don't think there should be any development on that side and same with Premier Way.
- Please don't put more density on the east side of 14th Street. Red area expanded onto Premier is opposed.
- Extending the commercial along 14th should be explored- seems to be evolving on the west side already.
- Should we require commercial in this area? No, not enough density on the eastside. Keep it as flex.
- Around the intersection of 16th and 30th avenue - could change in the future and might be potential to be commercial. Extend connector down 30th Because of C space and south calgary park
- Along Premier way driveway that jets out is an island for a bus stop. The corner could be reconfigured and do something different.
- 15th and 14th as commercial.
- I think we could keep the previous neighbourhood connector zoning as well as the new areas. Better to be less prescriptive and let small businesses open up where there is a demand. I agree.
- What measures are being taken to prevent cut through traffic in the neighbourhood?
- The neighbourhood connector west of 14st makes sense as there are small businesses going in currently just north of ODB.
- As for the red "tail", light commercial there doesn't seem too invasive (as far as the character of the neighborhood goes); if there's going to be more businesses along 14th, seems like we should make it worthwhile, so to speak.
- Why isn't the building scale zoning in the top right blue box matched with the rest of 14th st? Isn't it still accessible to 14th via walking or biking? Good point!
- I like this change, to support building more of a node around 14 St and 26 Av
- CHAT- These changes make sense here
- I'm a fan of Neighbourhood Flex (in certain areas where commercial may take time to establish) to provide greater flexibility and room for growth / change going forward. For

example, commercial at-grade may not always succeed and result in a dead at-grade experience, so having the option to provide residential at-grade is nice and may result in a livelier streetscape.

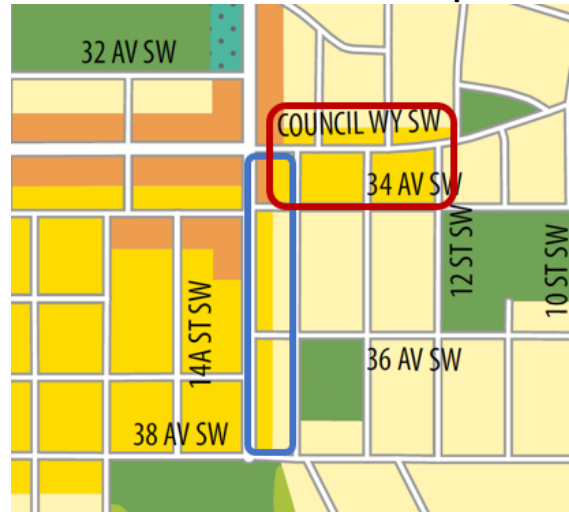
- Change to building scale map makes sense.
- On the urban form map, some Neighbourhood Connect around the C-Space as seen in the older version makes sense to me.

Map 3: 14 Street SW and Council Way SW (32 to 38 Avenue SW)

Phase 3 Urban Form Map



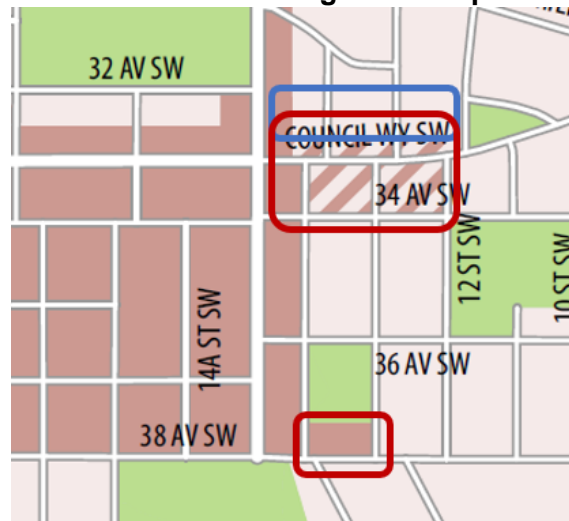
Revised Urban Form Map



Phase 3 Building Scale Map



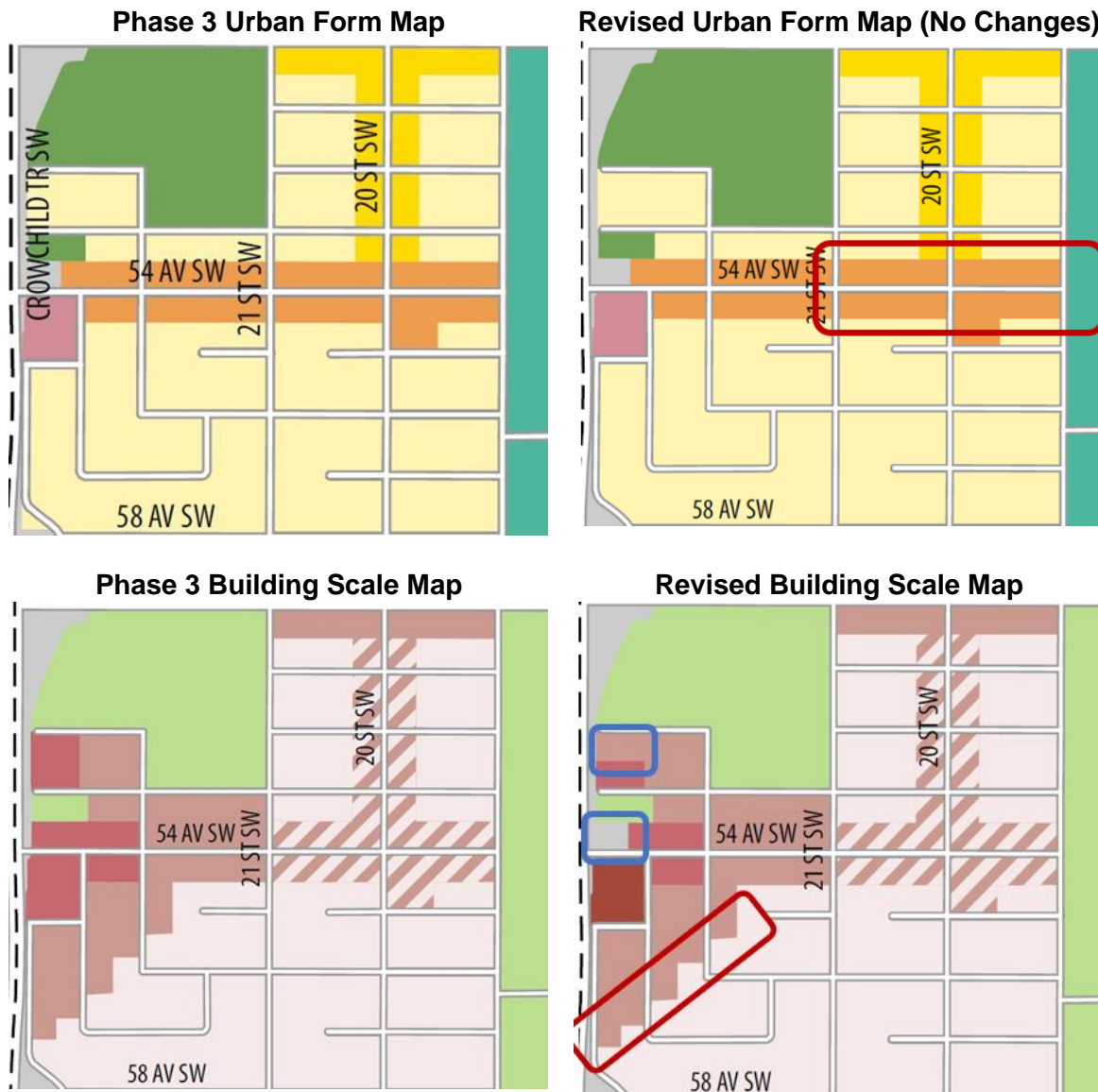
Revised Building Scale Map



Map 3: Do you have any final feedback on the proposed changes to 14 Street SW and Council Way SW? Please explain why.

- Agree with keeping neighbourhood local along Council Way and 38 Ave SW, away from 14th Street SW
- Pragmatic. Removing too much does not fit with trying to fit development along primary transit network. (13, 7, 22)
- Residents on the east side of 14th are very worried that any commercial on the east side will creep into the neighbourhood as it has done into Marda Loop
- Density on 14th Street should allow for greater height on the west side with lower scale on east (sun shadowing impacts). We need to be adaptive and recognize low sun shadow and profile in winter season, same with along 33 St. (higher on south side, lower on north side). Same policy as applied to Eau Claire when stepping back along Prince's Island in terms of urban design.
- 33 Main Street should stop at 14 St. Step back to more conventional density.
- Restrictive covenants - becoming a bigger issue in many neighbourhoods, including Mount Royal. py debate when it gets to that stage.
- Hard stop at 14 St. and east side when it comes to Premier Way, Frontenac and Council Way.
- Council Way potential for higher development there. Thoughts? Any heritage homes along there? If there are heritage homes, disagree with that proposal.
- Not enough intensity in mount royal and west elbow park coming into council way. Not a lot of appetite east of 14th street for higher development.
- Concentrate it near the Trop
- Council way is not an extension of 33rd ave
Elbow Park community vigorously opposes the increased density on council way and 34 Avenue. It fails to recognize community context and does not reflect what the people in the community want.
- There is a restrictive covenant on the properties on 38th Ave & 14th Street that the other covenant holders intend to defend.
- I think increased density along 14st make sense all the way towards 38th ave. Even now the corner at 38th and 14th has been vacant for years and because of the traffic a single dwelling wouldnt make sense. Agreed! Good point!
- I like the previous building scale on council way that goes further north. Restrictive covenants are not everlasting
- Please upzone that south red box to 6 storeys or more. There is a BIG lot there that has been empty forever right on the corner of 14th st and 38th ave
- Revised Urban Form map makes sense along Council Way — this change will provide greater flexibility on these parcels. It also provides greater clarity to the intent of fronting along 14 ST by adjusting it to one side of the block.
- The parcel considered for up to 6 storeys at the intersection of 14 ST and 38 AV SW seems appropriate for this scale. This road and intersection is busier and the parcel is directly across from a major amenity (River Park and Sandy Beach Park).
- The 6th story parcel on 38th seems appropriate.
- The intersection (14th st and 38th) may need revising with higher density in the long term. I think it may be a combination of things – traffic control or lights there in the future. Higher density – apartment blocks in some of the empty lots there. Better lit pedestrian walkways or ways to see the cars.

Map 4: North Glenmore Park

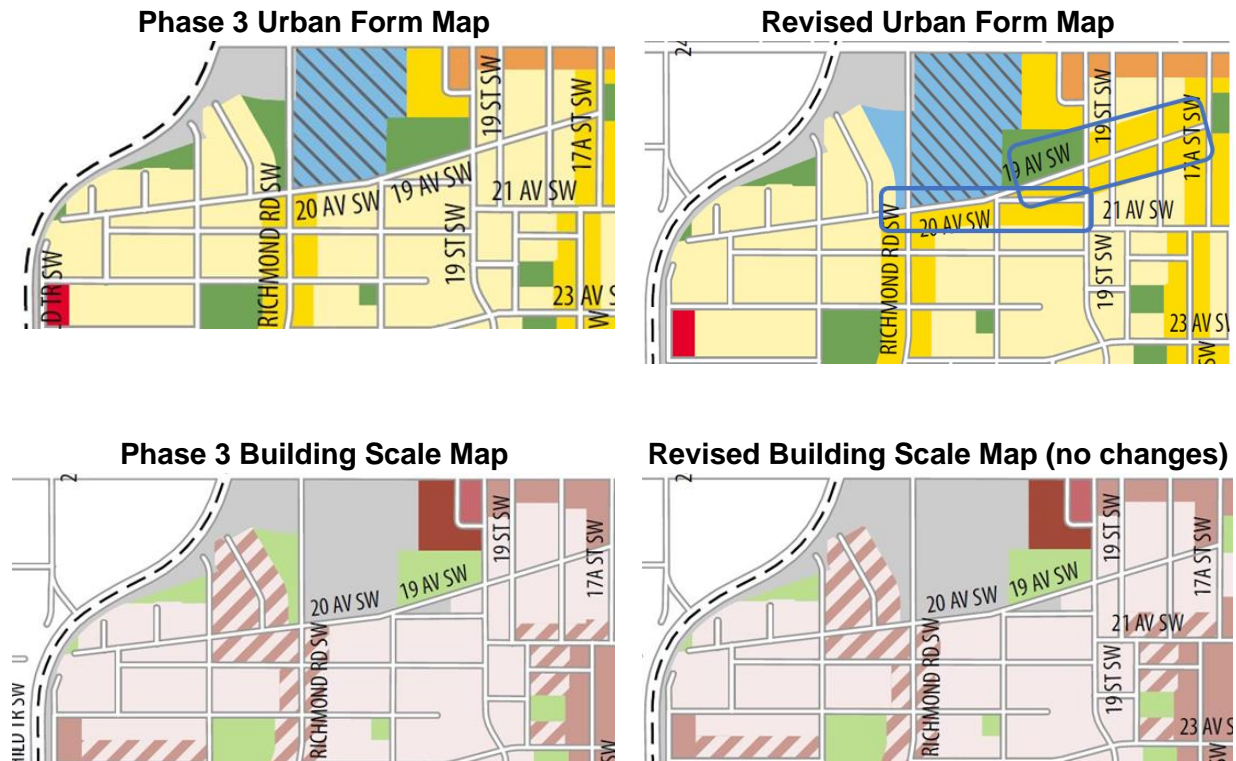


Map 4: Do you have any final feedback on the proposed changes to the area around North Glenmore Park? Please explain why.

- I want to add a comment regarding my North Glenmore (north half) community. In particular, the jigsaw pattern created around the 54th Avenue and Crowchild Trail Transit-Max (BRT) station. It seems naive and overly simplistic to impose this radius pattern "transition zone" on the area surrounding the existing commercial plaza.
- Keep as neighbourhood flex, good spacing for a commercial corridor from 33/34
- Keep flex - will take time for this area to redevelop so avoid trying to make winners and loser blocks.
- 12 story building close to Glenmore park too high

- 12 stories is fine - especially that close to Crowchild.
- Shading might be nice close to the playfield
- As someone who uses playfields quite often I don't see the problem with 12 storeys there, it might be nice shade in the summer when attending events. For most sports, shade is nice and you're not playing in the dead of winter.
- Typically when talking about density, somewhere along the line you tend to do population projections and the topic of servicing comes up. I haven't heard anything about the servicing part of the equation - I know in my neighbourhood the services infrastructure are quite old.
- The higher "activity" commercial uses should be extended to the Glenmore park to create a funnel from the transit to the destination which is lively and feels urban and safe. This should be combined with sidewalk widenings and lighting improvements.
- Could 54th be seen as a commercial corridor? YES. Also new arenas there. There will be lots of opportunities there for more commercial. That area will be busier so more amenities would be appreciated.
- Comment: One area that could be substantially different in the future. Potentially missing out on existing business
- How far should we go into North Glenmore Park? What is the concern with the higher density there? It was primarily shadowing. Support for 6 stories, 4 then transitioning into 3.
- Shadowing would be mostly evening in the high summer with sun in the NW
- For the horizontal red box on the building scale map. If this needs to be a scaled transition, keep it as is, but add 3-4 storeys south of it as that transition.
- It would be nice to have some businesses (food, drinks) closer to the athletic park.
- 6 storeys is way too high for this area which is mostly modest bungalows.
- Housing choice should include the full range of housing, not just big boxes that take up the entire lot and remove all the trees
- I think in any neighbourhood, having transitional scaling makes sense
- VERY supportive of businesses being allowed all the way to the park along 54th ave. Would love to have shops easy to access from the park. Would also be supportive of businesses being allowed all along the park
- I would keep the neighbourhood flex and also the 6 stories, but then you could add a 4-story transition beyond it. It's close to the university so apartments for students could go here.
- I am interested in higher density around this important TOD area, not lower building scale. This is an important BRT station area. This whole map looks like it's within 600 meters
- Maintaining Neighbourhood Flex along 54 AV SW makes good sense given proximity to Crowchild, MRU, and Athletic Park.
- Generally in favour of the neighbourhood flex extending all the way. Proximity to MRU means many commuters - could be a more vibrant community with flex.
- CHAT - For this area around 54th Ave, I think it's very good to lower the max tower height where shadowing could impact green space and other lower height buildings
- In favour of the two blue circles here - 6 or 4 storeys here – makes more sense to transition- step down to 4 and more typical homes better than have an abrupt transition where possible

Map 5: 19/20 Avenue SW (Richmond Rd SW)



Map 5: Do you have any final feedback on the proposed changes to the area around 19/20 Avenue SW (Richmond Rd SW)? Please explain why.

- I have zero feelings about this.
- 19 Ave is a great place for more density due to the proximity to lots of transit options, and it is not as steep as some of the other nearby corridors in Bankview
- I like this gives some flexibility for items to develop around the revitalization of the old Children's Hospital.
- I don't have a problem with this. Looks like a good idea.
- Smaller scale commercial in this area could work well
- Would be great to see some small businesses on this corridor but not necessarily large scale. Good spot for density on a corridor that isn't too loud/busy with major traffic
- Lots of neighbourhood between AHS Facility site and fisherman road. Agrees since there's foot traffic to those services. The market seems to demand it.
- Question: I heard that 20th St is going to be "punched through" (due north) to 17th - true? If so, does it make sense to allow for more commercial to the east?
- Very supportive of the proposed urban form changes in the blue boxes. Businesses will open if it makes sense, no need to be prescriptive. This is also very close to 17th ave

- 19th ave is an odd street and the neighbourhood connector while in theory makes sense to connect Richmond road and 17a, but until there is a plan to change/develop the medical centre I'm not sure what benefit would come from the change.
- I think commercial should be allowed in the blue boxes. Those properties won't be forced to change to commercial, why not give them the option? Agreed!
- 19 Ave is a great corridor for more development/density as it is close to a lot of transit options but not everyone wants to live on a busy/loud road like 17 Av or 14 St. 19 Ave is also not too steep (for Bankview) so can support better access to these residences
- Agreed with the 19 AV switch in Urban Form for the above reasons.
- Ditto.
- Scale could be increased along 19 AV SW, especially in proximity to the Lab. Similar to the above reasons, it's close to 17 AV SW and Crowchild TR, as well as plenty of transit options, so would be an appropriate place to increase density.

Community Improvements Activity

Housing for All

- Where new civic services are being proposed on **City-owned lands**, develop sites as integrated civic facilities that can provide housing, prioritizing the delivery of non-market housing and mixed-market housing.
- Explore incentives for the inclusion of **non-market housing and mixed-market housing** in new developments.
- Explore opportunities for more non-market housing and mixed-market housing for **seniors** by encourage aging-in-place options (i.e., fully accessible housing styles).
- Explore opportunities for partnerships with not-for-profits to develop **co-housing** projects.



Do you have any additional community improvements related to Housing for All? If yes, please specify what and where.

- Please do not sacrifice park space on city-owned land for more buildings. We need these green spaces. Adding density at the expense of parks is not the solution
- Redevelopment of the Library?
- Repurposing and multi-use of library doesn't mean options for that have to be exclusive - explore all options available.
- If only West Village was still in the plan for this 😊
- Explore opportunities to develop housing utilizing surplus city sites
- Housing for All: how do we add more units on existing properties?
- Would like to see laneway housing incorporated as a secondary contributing to the community. Alleys can be interesting and more people living off them.
- Quality housing at a lower price. Quality living conditions. Make a commitment to make that desirable. How do you do that without money? It costs money to make things nice. Might have to be better maintained (more trees, paving?). A laneway will demand more improvements. Graters never go down the lanes anymore. Added services and servicing in the winter.
- Re: incentives — continue to offer funding (and explore further opportunities for funding) to enable the provision of non-market housing — this is crucial for non-profits and non-market housing providers.
- Re: incentives — consider allowing for greater density on select sites through the provision of % of non-market units.

- Bullet three - could include language about laneway options in the ie list. Curious about decision to focus on seniors and not other demographic groups.
- Generally supportive of values of affordability and housing for families with a diversity of incomes.

Parks, Open Spaces and Natural Areas

- Work to upgrade the condition and design of **existing parks spaces** to best suit the needs of the community.
- Develop a master plan for **South Calgary Park** that considers future improvements and requirements for the South Calgary Pool, Giuffre Library, firehall, and Marda Loop Community Association building.
- Continue to implement the **Glenmore Athletic Park** master concept plan. With subsequent phases of implementation, review current and planned facilities and uses within the park to explore opportunities to address community needs.
- Provide safe and accessible connections from escarpment ridges and riparian areas to the pathway system along the **Elbow River**, including formalizing desired pathways while remediating areas of disturbance.



Do you have any additional community improvements related to Parks, Open Spaces and Natural Areas? If yes, please specify what and where.

- Sunalta Cottage Park - revitalization - possible idea is a dog park similar to what is seen in Connaught to make the space more useful and disincentivize camping.
- Encourage more exploration of closing roads to create more parks like Buckmaster, Royal Sunalta, etc.
- Pumphouse park and the transition from 10th Ave SW to the river. There is so much potential to beautify this area. It would help to add plantings.
- Explore opportunities to incorporate low impact development strategies with street and boulevard upgrades - any street developments
- Explore opportunities for development incentives / bonuses with private developers to improve park spaces
- Create a more tailored / bespoke greenspace classification and renovation priority for local green spaces
- Want to see higher quality green space and reconfigure buildings around that
- Establish new parks - haven't seen any new ones since the 1980s
- With increased density comes the need for additional parks and green spaces.
- There is a great need for additional green spaces and parks with increased density. this is already a concerns in the West Elbow communities.
- Empower citizens about how you can engage the City and take ownership to take improve the space. A program to enable park spaces would be great!
- A pot of money to get new parks in areas that are underserved. South Calgary park master plan has great history. Marda Loop main streets for new public space, is hard to find. Try to upgrade public property. Doesn't seem practical though. We have a lot of good park spaces in calgary but you need to find the underserved spaces would be interesting to identify. If there's an issue you can target it.
- Google maps shows where you are. Better Wayfinding is needed to move around the city. City maps don't show where you are so hard to connect.
- Are there road right of ways that could be closed and naturalized? Ie: West Vancouver has a lot of this. That might be preferred instead of barricades.
- Reader roxboro plaques talking about the space. More history plaques about the area identifying unique landmarks or point of interest.
- Altador some people say they have issues around connecting to elbow river
- "There's four unused plinths that are meant to have plaques between Roxboro Road and Stanley Road"
- Many existing dog parks in the area are suffering from overuse. The grass is worn down and the dog parks turn into massive mud puddles. We need more dog friendly off-leash areas. Bankview has a dog park that is underutilized and in need of updating.
- Agree on mention of the dog parks, perhaps put up fenced off leash areas. I've almost gotten bit by many dogs when running through river park. A dog made my boy fall off his bike there..
- Would love to add mention of urban agriculture in this section. Supportive of larger community gardens and maybe greenhouses. Non-profit food growing like Grow Calgary does
- Yes, South Calgary Park could use some improvements.

- The urban canopy is being decimated by over development. There is no enforcement for developers to plant trees so they often just do not. (They do plant trees, but really poor trees that don't survive or don't offer the same canopy)
- Saw an article about federal money coming to Calgary for trees; arborist in related video expressed concern about future maintenance of the trees, so while we're on the topic, maybe increase staffing (more arborists?).
- Boulevards with trees are a great way to separate pedestrians from bikes/scooters and cars.
- Have found my neighborhood has become so much more connected, people wise.
- A group project has such useful tool, regarding community gardens..
- Trees and softscape absorb noise, we need something to reduce the noise
- We need more pocket parks and relief from all the hardscape Yes and trees lining the streets. More trees!
- The condos on 33 ave are too close to the road, there is not enough room for trees to grow. It used to be a nice street to walk along and now it's becoming an ugly wind tunnel
- Would suggest that we add street trees to streets like 33 ave. This can help prevent the wind tunnel effect
- Would like to see street trees and greenery added to this section. We can turn our streets into "linear parks". This includes boulevards
- Encourage (or mandate) universal design to improve accessibility to and within our public spaces.

Safe and Convenient Mobility

- Upgrade pedestrian and cycling connections to **Max BRT** stations from adjacent communities, with a focus on safety and accessibility.
- Explore the opportunity to provide cycling infrastructure on **5 Street SW** from 17 Avenue SW to Elbow Drive SW.
- Complete and implement a streetscape Master Plan for **50 Avenue SW** between Crowchild Trail SW and River Park.
- Review the feasibility of adding a traffic signal or traffic circle at the intersection of **14 Street SW and 38 Avenue SW**.
- Explore converting existing on-street bike lanes into separated cycling infrastructure on **20 Street SW**, to provide a contiguous cycling route between 20 Avenue SW and Langrville Drive SW.
- Implement **residential street improvements** including, but not limited to: incorporating curb extensions at intersections; increasing sidewalk widths; reducing the size of the carriageway to allow for additional amenities and infrastructure; incorporating mid-block pedestrian crossings; adding features to slow vehicle speeds; closing streets to vehicle traffic; and, limiting streets to local traffic only.



Do you have any additional community improvements related to Safe and Convenient Mobility? If yes, please specify what and where.

- We need crosswalk lights at the top of 18th Street SW in Scarborough. It's a terrible blindspot and corner where kids from Sunalta School cross over to go back-and-forth to Royal Sunalta Park and the tennis courts.
- For 5 Street SW - "explore the opportunity" is much too soft of language. This is a much needed corridor for cycling that is already highly used. I think this should be a top priority for improvements and indicated with stronger wording
 - Can not more strongly echo the above - abandoning people at 17th was a major mistake in the pilot and still has not been resolved.
 - Cycling infrastructure on 5 Street SW from 17 Avenue SW to Elbow Drive SW - yes please!!
 - And continue the bike path along Elbow Drive to connect further south across the bridge. Lots of bike commuters on Elbow Drive.
- Safer pedestrian connections across 17 Ave between 14 Street and Richmond Road (between Bankview and Scarborough)
- Connections across 14th Street to the 15th Ave bikeway in the Beltline
- 26th ave has a painted bike lane that runs from 37th st. to the crowchild overpass and then it abruptly ends - extend it east through to 14th street. Upgrade to separated lane.
- Escalator up 16th street.
- I agree with the comment about extending 15 Ave bikeway into Sunalta (across 14 Street)
- Identify areas where traffic calming initiatives can be implemented
- Identify areas where safe streets can be created - woonerf style
- Integrate community wayfinding strategies
- More signaled pedestrian crossings across 26 ave.
- Traffic circle at 14th Street and 38th avenue is a great idea
- Redoing sidewalks in neighbourhoods for strollers or wheelchairs accessibility. Intentional bump outs for better mobility.. Urban braille in the marda loop main street project.
- Traffic is being pushed out onto 33rd Ave .Traffic calming is needed. Intention to do all mainstreets in the MDP. Any commercial areas have a least a crosswalk sign in those spots
- Likes what was done on 50th ave.
- Busy isn't the biggest issue, it's speed
- Bike lanes on narrow secondary roads like one proposed on 15th Ave that is going to block the seniors residence should be avoided. Sometimes we need to learn how to share the road
 - Disagree strongly - opposing providing safe infrastructure is the opposite of sharing the road
- We need a bylaw to discourage scooters from being left on sidewalks as they obstruct people in wheelchairs or pushing strollers
- Please ensure bike lanes or MUP are added to all arterial roads and connects appropriately to surrounding LAP areas. This includes: 14th St, 38th Ave, 26th Ave, 16th St, Sifton Blvd, Elbow Drive, and all the way west on 50th Ave to connect to

Mount Royal University. People will not bike if they don't have safe connections to where they need to go, that are also efficient (on arterials).

- The challenges to connect to MNP Along Macloed Trail is the most direct walk in, it is a difficult very unpleasant walk towards it from the South Erlton for the next 3 years, during the expansion.
 - Pathway is also frequently closed due to river conditions
- If we want people to commute via bike or walking we need to clean up the streets
- 5 Street SW - better cycling please! This should be a high priority for West Elbow
- Great to see suggestion for separated lanes on 20th.
- Regarding Max stops- consider more seating or winter-friendly spaces for those waiting.

Climate Adaptation and Resiliency

- Provide additional **tree plantings** in public boulevards ensuring sustainable planting infrastructure, sufficient soil volume, adequate moisture and appropriate locations.
- On public property include improvements such as **rain gardens**, bioretention areas, underground storage, green roofs, increased landscaped areas, and other permeable surfaces on existing impervious surfaces.
- Provide additional **flood measures**, as required, along the Elbow River, such as berms and floodwalls. Any such improvements are to integrate with the function of pathways and parks spaces.



Do you have any additional community improvements related to climate adaptation and resilience? If yes, please specify what and where.

- Yes, please provide additional tree plantings in public boulevards
- More trees, but also actual care for newly planted trees so they survive.
- Any work about bioswales/parklets? Doubles as traffic calming.
 - Great idea
- Implement landscape naturalization strategies to reduce the amount of mowable space
 - Echo this - less grass, more anything else.
- Integrate trees in a strategic manner - cooling and shading in the summer, allow sun access in the winter
- Not sure where a berm or flood wall would go in the plan area. Is this actually a good idea? This sort of infrastructure can constrain the river during flood events and make for a worse outcome during major floods
- We need a private tree policy! Too many mature trees are removed by new developments.
- Increased traffic sustainability and resilience against human pollution.

- Increased parking near sandy beach. Need to be aware of potential leaching to the area and water
- Solar panels on city-owned buildings. Parking lots (Diagnostic Center, schools) can also be shaded/covered with structures that have solar panels.
- School sites can move towards building electrification.
- Solar panels on any building with a large sunny roof. Provide incentives and even regulation.
- More permeable pavement or less pavement overall
- We need protection for trees on private property
- Tree planting in large parking lots, like strips of trees between the rows of cars.
- Building inspectors don't seem to inspect weeping tile around homes! Any why is there no drain in front of my garage where the water flows?? Shouldn't proper drainage be regulated and enforced?
- Very supportive of sustainable drainage systems (SuDS)
- Street trees and other greenery on traffic calming bump outs will help increase tree canopy while also allowing us to densify our communities
- Increase the requirements for developers for landscaping and climate resilience.
- Where is the section on infrastructure capacity? This is missing from the LAP conversations and is a huge area of interest and importance.
- ^ Good point, if reference is to pipes / sewer.
- CHAT - For tree coverage - also require /encourage new developments to include replacement trees for anything removed

Daily Needs and Amenities

- Improve **public space** around community commercial amenities, particularly around Main Streets, community corridors and Neighbourhood Activity Centres. Investigate opportunities for **seating areas, pocket parks and plazas** on public space adjacent to community commercial areas.
- Improve **landscaping and tree planting** around Main Streets, community corridors and Neighbourhood Activity Centres.
- **Improve safety** of public spaces through improved lighting, public space design, and artistic and cultural site enhancements.



Do you have any additional community improvements related to daily needs and amenities? If yes, please specify what and where.

- Improve landscaping and tree planting around Main Streets, community corridors and Neighbourhood Activity Centres - yes please!
- Start the Main Street engagements in West Elbow - 10th and 14th were supposed to start this past spring and nothing has happened.
- Integrate plaza and small park spaces adjacent to commercial areas - provide development incentives to have private developers help with funding
- Explore opportunities for seasonal or pop up retail in some destination parks, similar to Memorial Park
- Middle of south calgary is a park desert
- We need larger setbacks & wider sidewalks on main streets. They should be pleasant to walk along.
- Permitting more small scale commercial and having less restrictive zoning will provide opportunities for more amenities and create more walkable communities/less traffic. Agreed! I love the variation along 34th ave.
- Supportive of wider sidewalks on all streets. Not so much worried about setbacks as long as traffic calming and street trees are added to replace private greenspace trees lost
- Really appreciate all Calgary does for pedestrians, so am glad to see support/advocacy for yet more in that regard here.
- Again, pedestrian experience all along Macleod Trail Southside between Mission road(co op) towards the c Train and all the way to 17 ave
- Very supportive of more traffic calming measures along all streets, particularly for bumpouts to be added near all intersections to prevent cars from parking there. Greenery can also be planted on those bumpouts like they do in Montreal
- CHAT - private owned- public spaces? Some newer developments have courtyards and green space for residents. Make public access a requirement of development? especially if we can't add green space in existing neighbourhoods
- Avoid hostile architecture or design. Include benches without bars midway.
- GBA+ or equity lens to parks and plaza design.
- Courtyards in developments – that they can be access by everyone – commercial spaces in courtyard areas, and some of the courtyard has private space. I am suggesting that it's publicly available park space – especially if we are losing green space due to development

Historic Places and Spaces

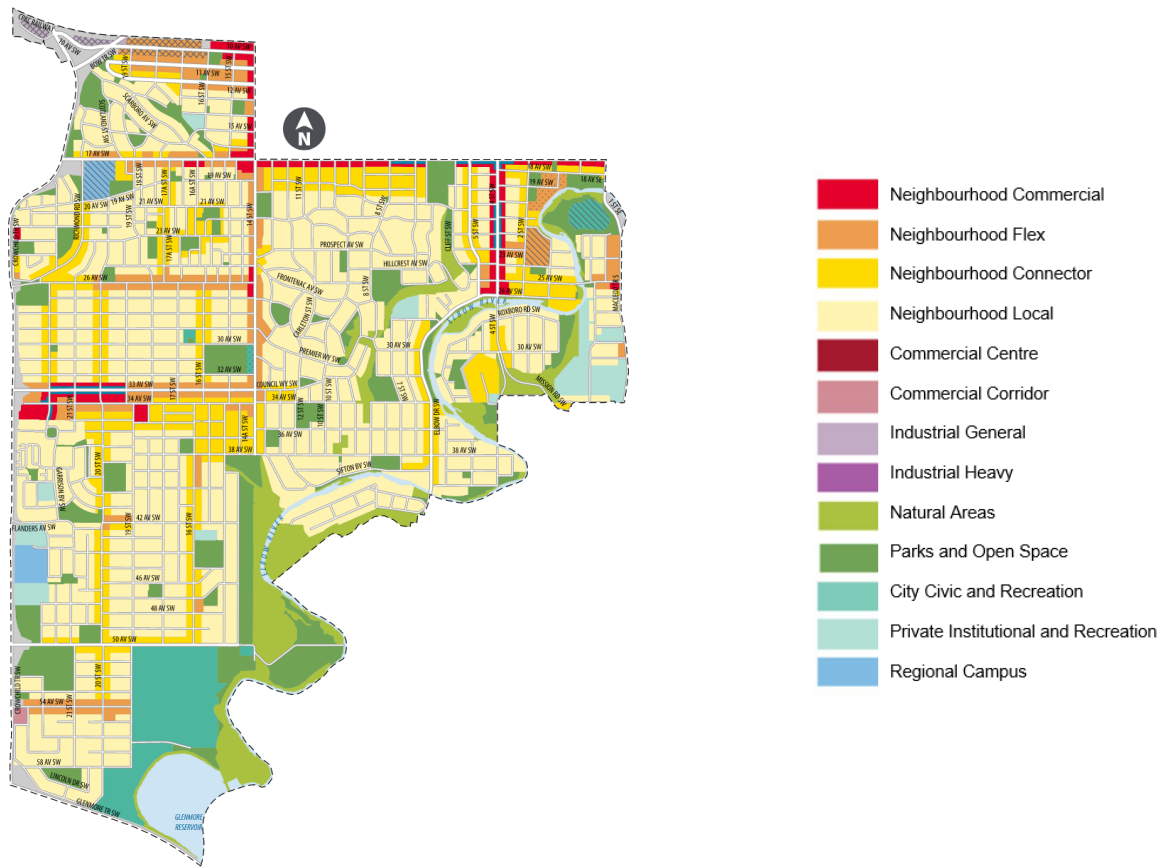
- As public spaces are upgraded and/or constructed, work to **incorporate historic and culturally significant components** into their designs.
- Incorporate gathering spaces and spaces for **arts and cultural performances and festivals** in new or renovated public spaces and civic buildings.
- Incentivize the **retention of buildings** with historic significance.
- Develop an incentive program specific to the retention of **clusters of historic buildings** along the 4 Street SW and 17 Avenue SW Neighbourhood Main Streets, or other identified locations.



Do you have any additional community improvements related to historic places and spaces? If yes, please specify what and where.

- I'd really like to see language about the heritage guidelines for main streets that could apply to 4 Street SW and 17 Avenue SW. It's not just about retaining clusters of historic buildings, but also guiding sensitive new development.
- It's also important that we're not replacing parks to create 'renovated public spaces.' We need green spaces and they're not the same as built-out civic spaces.
- Most inexpensive is to support plaques, interpretation and conservation. Invest in wayfinding and signage. I.e: Garrison woods (vandalism). Replacement of Garrison Wood plaques
- Garrison woods was developed with architectural guidelines same as heritage district guidelines
- Should there be heritage district-style guideline to protect the character of Garrison Woods?
- Calgary is a young city, our historical buildings are important and should be preserved.
- Concerned that arbitrary historic building labels will prevent density around parks like South Calgary Park
- Please do continue to oversee "incorporation" of historical components architecturally.

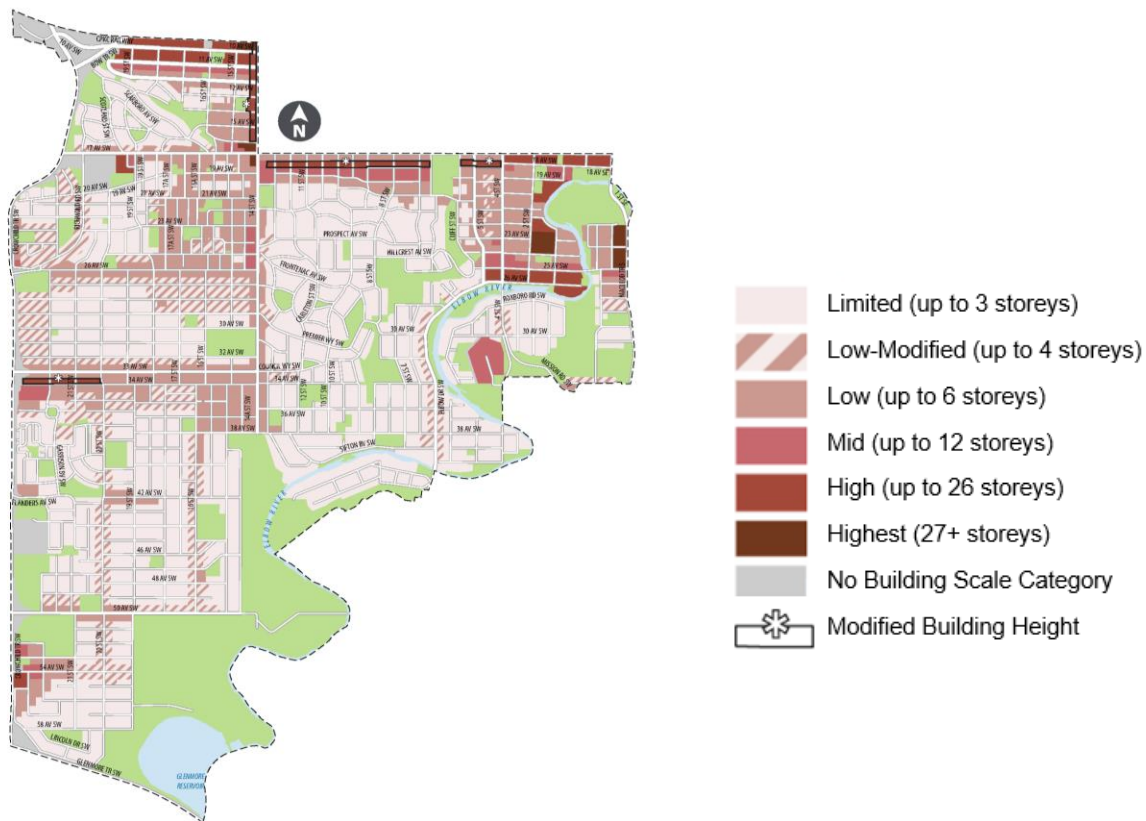
Urban Form Map



Do you have any additional feedback to the revised Urban Form Map? If so, please explain why.

- 4-storey buildings on the north side of 17th Avenue SW along the edge of Scarborough.
- Fantastic 5-10 year view - what does and what does not develop (market forces) will likely diverge from this by that time frame.
- Not visionary for a longer time frame - banking on the promise of 10 year revisions so we can see evolution instead of seeing revolution happen.
- We're allowing a lot of new density in this plan - so much that I'm fearful that we won't get "intentional" results with clusters of higher scale built forms that get developed together, rather getting scattered across different blocks.
- Should be active frontage also on the west side of Garrison Gate. It is now, more or less. A commercial street is better supported with active fronts on both sides. East side is one of the best commercial frontages in YYC, should be same across the street.
- Elbow Park would like neighbourhood local throughout the community

Building Scale Map



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Do you have any additional feedback to the revised Building Scale Map? If so, please explain why.

- Fantastic 5-10 year view - what does and what does not develop (market forces) will likely diverge from this by that time frame.
- Not visionary for a longer time frame - banking on the promise of 10 year revisions so we can see evolution instead of seeing revolution happen.
- Don't understand why there is still up to 4 stories proposed all along 20st, 16st and 50 ave. The vast majority of the houses in these areas are 2 stories and at the very least the height allowed should be "stepped" from 2 to 3 to 4 stories. There are a number of other issues this causes with parking and traffic issues around school zones. Recently council voted against a development of this type on 16st after residents brought these concerns forward to them and the MLCA with the biggest issue being the height and amount of densification proposed (1 unit to 16 units on the same lot).
- Concern about 16 storeys on 34th Avenue west of 22nd Street SW. Same issue as the Safeway site, it is a challenging cul-de-sac in that area for getting in and out. Doubts about the density this height implies.

Phase 3: Industry Session – Feedback

The project team asked three questions of the group:

1. *Do you think any changes to the draft Urban Form and Building Scale maps should be considered? Please explain what change(s) you think should be considered and why?*
2. *Do you have any additional ideas for community improvements that would help support growth and change in the West Elbow Communities?*
3. *Do you think the Heritage Guidelines provide appropriate guidance for new development in Heritage Areas? If not, what would you change and why?*

We received the following comments from the group:

- 33rd Ave – North of the Safeway – knowing how the community operates etc. I don't think anyone would put 26 storeys there – it would never be pursued.
- Curious of 17th – east of 4th – allowing shadowing on this part – we see the current conditions, in the future with all the investment, BMO, hopefully extend this character further west. We want to make sure this area has the ability to grow – do we need to change the shadow policy.
- Marda Loop – community has been vocal about 6 storeys max. I don't think BRT justifies it going higher. Don't look fondly at development for profit. The character and feel of ML will be destroyed if we go higher than 6 storeys. What is being proposed is inappropriate.
- Shadowing discussion – east of 17th – quite a few layered policies that could make it complex to develop in this area. Not suggesting removing the shadowing policy but how can we work with it in a flexible way? Which policies take precedence?
- Consider climate change in shadowing policies – some shade helpful in extreme heat
- Main Streets ML – I know when it's done, it will be great. In Kensington for similar work there was a clear vision that the community could see where the funding went and working towards the common goal of delivering something. Hoping for something similar for this.
- Density Bonusing – it was determined it was not too effective outside of downtown. They needed to look at affordable housing etc. what's the approach with that with this LAP
- Heritage Density transfer - Will it be specific to each LAP? Public Open Space – say if another LAP doesn't allow that as a density option, does that mean all LAPs won't? Can it be unique to each LAP?
- Why was Garrison Woods not considered in Heritage Guidelines? It has a very unique form and character – trees were preserved and recommend layering in Garrison Woods would be added to the heritage areas. It's a very special area.
- Lacy Court – was a beautiful building and now it's gone to disrepair. How can we protect these buildings even if they are not "Heritage"

Phase 3: Heritage Guidelines Working Group Session #4 - Feedback

1. Which directions are you in strong support of and why?

- I generally support the August 27 draft of the Heritage Guidelines, and applaud your efforts in compiling them. I believe you have listened and heard, and responded well within your mandate.
- A lot of work has been done on rooflines. Much appreciated.
- The introduction is well written and mentions recognizing and celebrating the unique history of the Heritage Guideline Areas.
- Appreciated - good balance with a focus on feel on the street.
 - The guidelines are pretty much exactly what I as the Sunalta rep want - incentive to design contextually.
- This does a great job reflecting the conversations we have been having over the past eight months. Great work by the team to incorporate our feedback and make it readable/understandable for those who will need to use it
- Good job on j.iii - an attached garage should not project beyond the main building facade.
- Front setbacks are really critical to landscape and streetscape.
- Roof pitch is key.
- Older neighbourhoods are defined by setback, if you are going to have a veranda it doesn't matter if its not in context with the setback. Setback / area lot coverage - not handled very well. What we are seeing with RCG and HGO, they are maximizing building on historical lots, they can't absorb that kind of coverage. We are losing urban canopy, removal of trees and city trees. Support that it conforms to a greenscape that includes urban canopy.
- Thank you for adding the 2 areas in Rideau Park that were recommended to be added.

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

- No, it's the opposite problem.
- Question: What residential designations do not have permitted uses for the policy to not apply? (Saying not supported?)
 - "permitted use dwelling units should not be supported in Heritage Guideline Areas."
 - Answer: Discretionary Review makes it so these guidelines get applied.
- None :)
- Hard landscaping - does it include picket fencing around the front?
- All development in the HGAs had to go through the community then council, thus delaying any development incredibly – even as low to the ground as exterior

alterations – with all this red tape fearful the City won't be able to manage the workload? Will the HGA as a side effect make it harder for home owners to do any kind of even small scale reno?

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

- "should not be supported" is too weak - I suggest "should be prohibited"
 - Disagree the change necessary - clarity to applicants and communities as well as explaining process (as asked earlier) helps a lot
- densities equal to or greater than that of existing developments" - How locally will the existing density be measured - blockface? precinct? neighbourhood?
- "mature tree canopy" - some species should be discouraged, if their canopy is not broad
 - +1 down with columnar aspen :-). Agreed that columnar aspen are not a species that would have been planted in these heritage areas
- could mitigation of visual impact include increased setback?
- For Precinct 3 (Mount Royal) "c. Flat roofs may be considered where development in the area has similar roof form" sounds very neutral and there was a lot of discussion about this leading up to this wording and addition of it but perhaps to preserve streets or blocks with no flat roofs the addition of "immediate" before "area" or something like that could be added to read "c. Flat roofs may be considered where development in the IMMEDIATE area has similar roof form". Thanks!
- "In the area" (under both roof massing and windows) is vague - does this mean the HGA, or something else?
- Not happy with:
 - Let's make the front door visible from the street and the sidewalk. Visible is important. Right now, we're just seeing that a direct pathway connection needs to be well defined. We have a development being proposed with two front doors facing each other (on a duplex) - nowhere visible from the street.
 - May be precinct based.
 - Front doors should be visible from the sidewalk; Can we please add the language "visible" = "visible door" – adding a rule that doors should be visible
 - Patterns of front doors. Let's think about the scale. (Newer buildings tend to choose BIG doors and windows.)
 - Front setbacks. Please look at the pattern on the street and the average setback, rather than the building that is the furthest forward - saying it's okay to build no less than the smallest existing front setback
 - Window patterns. Super important in heritage areas. Steep vertical roofs generally have vertical windows, for example. Let's set a ratio of what is a typical vertical window pattern, such as a height-to-width ratio of 2:1 or greater. The opposite is true of shorter, more horizontal building structures.

- Foundation height. Again, this is a question of scale. Newer buildings are creating tall ceilings in the basement, which raises the foundation, raises the front door, raises the front steps to the door - and becomes disruptive for the street patterns in a heritage area. Can we please add some specific language such as “visible foundation height should be 0.6m to 1.2m above grade.” We don’t want those big basements and the visibility of the foundation to overwhelm the facade and the front entrances of neighbouring buildings.
- (Comment per chat): I would not insist on a visible door, but it’s a good concept re 'welcoming'
- I agree that front door visible would apply for Precinct 3 Mount Royal. As mentioned some newer homes have taken different approaches but for the Heritage Guideline Areas of Mount Royal front door visible seems very common.
- (question per chat) : Are the Heritage Plan maps now consistent with the LAP for Elbow Park? I'm thinking in terms of the blocks in the LAP that were designated for future multi family development. Eg 38th Ave between Elbow Drive and 7th Street
- (question per chat): Is there a more specific list of cladding materials that are discouraged or prohibited?
- Regarding setbacks; restrictive covenants in Scarboro; community pushes to enforce front yard setbacks; current language refers to if there is existing pattern for setbacks on the Block, and then any new developments are okay if they meet the smallest of that setback? Suggest that rather compare new developments to the ‘worst defender’ (smallest existing front setback) vs the average?
- Section G and H - Are there specific landscape requirements that could be relaxed? Why would they be relaxed? Might be good to beef up the requirement around trees.
- Number of trees is a misleading guide.
- Stronger wording around “maintaining mature trees”

4. Are there specific guidelines you see as missing?

- Missing more language around dissuading the use of synthetic landscape materials and hardscape
- Social, religious, cultural heritage? Church, school sites, designated buildings, not just residential.

5. General questions or comments.

- Will the implementation of the HGA and Guidelines preclude or conflict with the Heritage incentive programs that the City is considering, for example tax incentives, or subsidies for renovations for Designated Historic Resources?
- Will the City make available a detailed map of heritage assets for the use of the Community Associations, and keep it current? I have in mind the Windshield Survey of 2019 - 2020
 - <https://data.calgary.ca/stories/s/jd4f-yzxr> was last updated Jan. 1

- ^^ Can this be a publicly available, updated document?
- "extend from the ground to the top of the streetwall" - what is a streetwall anyway? I assumed it would start at the ground and extend to the top
- I also wondered if "streetwall" should be a defined term
- "When densification meets Heritage - Heritage doesn't win"
- I am the President of the Scarboro Community Association. This is the first working group meeting that I have attended. However, I have been very actively involved in the preparation of a very detailed written submission to the City regarding the unique characteristics of our community. While there are doubtless many things that the West Elbow communities have in common, they are each unique pieces of the Calgary landscape. As such, I am troubled being described as Precint #4. Likewise, I am troubled by the fact that the Guidelines have only identified one single characteristic that is unique to this community.
- Is there possibility to get more granular maps that show more details? We had identified one area that was damaged to flooding and a lot of heritage homes that were knocked down, but it was adjacent to homes that were in the HGA. Area next to the river on 40th in Elbow Park- can we look at this area again?
- Are the maps living docs? Are they being updated as new developments are being put up as heritage assets are being removed?
- 17th Ave is a big issue (Scarboro) largest single boundary in our community. The difficulty is that the map - two houses on each side of every street and excluded them from the HGA - between 20-30 houses not on 17 Ave that are excluded from the HGA and this is a problem.
- I wonder if some of the areas that we have designated as part of the heritage area but do not include heritage assets (like the proposed "donut areas") may be objected to by those property owners who do not want the heritage guidelines applied to their property. I am curious as to how you will deal with that feedback?
- It would be helpful to have the details around a DC and how that becomes more restrictive than these heritage guidelines. Some examples of the DC and how it differs to the heritage guidelines would be helpful.
- In a DC can we have something that says no more than 45% lot coverage?

Appendix B: Public Engagement Verbatim Feedback

Note: the verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the Phase 3 engagement described in this report. All input has been reviewed and provided to project teams to be considered in decision-making for the project. Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the City's Respectful Workplace Policy or Online Tool Moderation Practice, have also been removed from participant submissions. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

1: Do you think the Heritage Guidelines provide appropriate guidance for new development in Heritage Guideline Areas? If not, what would you change and why?

- Yes they do, but I would combine these guidelines with a lower building scale (limited and low-modified) in the assigned heritage areas at the Mission area, in particular along 5th Street, 2nd Street and 23rd Avenue to better incentivize the preservation of existing heritage assets.
- No. Listen to what people in the communities are saying. Public engagement is a facade. Look at blanket re-zoning - people came out for a full week, almost all opposing it, with good reasons. "So over 90% of people are against this? Ok well, let's go ahead anyway". the City pretends it is listening but then you don't care what people have to say and just say "oh housing crisis, so we are going against what locals want".
- There is no parking and no room for traffic - need to fix that before you can suddenly build up density.
- It's awful, no one listens/acts when people oppose the developers.
- I think the Heritage Guidelines seem appropriate but don't agree that commercial development should be allowed, in areas that are existing Heritage residential. That seems to be a contradiction. I have lived in Roxboro for most of my life, and see no compelling reason for allowing commercial development on 4th Street south of the Mission Bridge. We are one of the most walkable communities in Calgary, and there are plenty of opportunities for commercial development and multi-family in the Mission area, or Parkhill/Rideau Towers.
- I do like the emphasis on referencing preexisting heritage assets. Modern architecture is so ugly and has ruined the character of so many historic neighbourhoods. Please stop putting modern looking buildings in our historic places.
- sure - it is a bit of a stretch to call some of the properties heritage properties.
- Yes
- For the most part, I do think it provides appropriate guidelines. I think there should be more of an emphasis on greater density in residential developments, Even if it does to some extent impose on the historic style. Aesthetics need to take a backseat to simply providing adequate housing for people to live in. This being said, the measures for preserving the historic character seem common sense

- Make guidelines stricter for rooflines and windows also set backs
- I have no use for Eventbrite. It is far too cumbersome to use
- No, guidelines can be ignored. You ignored the input from the city sessions. Why are you asking for input if you plan to ignore the residents like before. I have no trust in the city. It's only to benefit themselves.
- Yes keep our neighborhood as is but let people build new homes there (single family only) that look period correct. Multi- family or duplexes do not belong here. Why destroy what the City has do little of- history.
- I cannot believe what City Council did with blanket re-zoning. I would cancel this nonsense and fire the entire bunch of you City planners.
- They are not stringent enough or restrictive on some facade and landscape features. Modern metal and wood, harsh linear design features should be restricted and flat roofs strongly discouraged. The landscaping should maintain the garden concept that is within the restrictive covenant requirements for landscaping. Flat, square box facades should be restricted to promote the historic values throughout.
- I think they generally make sense but there is one point that, I believe, could be improved. On the detailed policy under Site and Landscape design, section j - iv - (1) says that a drive-under garage should only be allowed in certain circumstances. In reading this section, it seems like the objective is to maintain a consistent front-facade among properties in a heritage area. I think one more instance should be allowed. If a drive-under garage can be created at the side or back of the property (eg. from a laneway), it would not compromise the facade. I bring this up because using the basement for garage space would be huge benefit in flood prone areas because a garage doesn't need to be renovated if / when it is flooded.
- Yes, I think the Heritage Guidelines provide appropriate guidance, for the most part, for new development in Heritage Guideline Areas, however, I would add the following capitalized words to the following for Precinct 3: (Mount Royal) to strengthen and emphasize that flat roofs and flat facades are not preferred in Heritage Guideline Areas in Precinct 3:
 - Flat roofs may be considered where development in the IMMEDIATE area has a similar roof form.
 - Front projections beyond the main facade of the building are **STRONGLY** encouraged but not required
- The Heritage Guidelines provide appropriate guidance for the designated areas but those designated areas could be expanded based on the criteria to include all of Precinct 3. I would make this change to ensure new development throughout Mount Royal retains its overall historic nature rather than shrinking it and eroding the edges of the neighbourhood. Thanks for the opportunity to comment.
 - a) Historic Scarborough is a heritage oasis in Calgary - more than just a neighbourhood characterized by historic homes. Entire community is designed around curvilinear street plans that work in harmony with the natural topography and trace the contours of the land. Design characterized by large setbacks, open recreational spaces, and small parks at the intersections of curving streets. Park placement designed to strengthen community connections.
 - b) Scarborough is internationally recognized as one of the best Olmstead designed neighbourhoods in Canada (The Uplands [Victoria] another such neighbourhood and was designated a National Historic Site in 2019.)

- c) Scarboro is a jewel in the Olmsted Crown, Frederick Olmsted being a renowned US landscape architect who designed Central Park in NYC, the area around the US Capitol, and numerous communities. His son, John Charles Olmsted designed Scarboro, along with other communities during the 1903-1914 land boom.
- I don't really see any guidelines noted? This is all that it says: Roof pitch or style and general massing. Front facade projections. Site access, design, and front-yard setbacks. Window and/or door pattern. And under 'New Development' it states: The intent of the Heritage Guidelines is not to require that new development have a historic appearance nor to prevent redevelopment. instead, the Heritage Guidelines are written to encourage modern development that echoes the unique history established by existing heritage assets." So, in summary, the guidelines are just that. Nothing that provides certainty. How can a four-story building along Elbow Drive respect the unique history?
- As cities grow, old neighborhoods often face pressure to redevelop to include higher density housing and there's debate on how to protect the history within. But protecting a neighbourhood in the heart of Calgary is kind of bizarre considering our nation-wide housing crisis. These guidelines produce a biased outcome as is evidenced on the map. We are preserving the buildings of wealthy homeowners who could afford a famous architect, special building materials or styles that make a home unique. These guidelines simultaneously protect these large lot sizes, private gardens, high fences and low population density. By protecting this so called "rich" history, you are protecting the rich and very few people are actually able to enjoy the "history" these buildings might preserve. These communities serve very few residents per household. I do not support the guidelines and I think 25% is a low barrier to block off an entire neighborhood from potential development.
- I am writing to express my **STRONG OPPOSITION** to the proposed densification of the West Elbow Communities. These plans pose a direct threat to the historical significance and character of Elbow Park, a neighborhood that many of us chose specifically for its peaceful, family-oriented environment.
- The heavy density being proposed would not only erase valuable history but would also overwhelm infrastructure not designed to support such population growth. The resulting congestion, strain on resources, and diminished quality of life are not what we envisioned when we invested in this community to raise our families.
- It feels as though this proposal is being forced upon us without considering the desires of those who live here. We are asking the council to respect our wishes and reconsider this plan to preserve the integrity and heritage of our neighborhood.
- Resident of Elbow Park
- Yes they do, however I wish there was a method to have the Andersen caveat removed from my parcel (and others). I disagree with this outdated exclusionary zoning practice and would like to be able to legalize my existing basement suite in my heritage home. My community association is so blindly 'for' the caveat that they have made it clear they're prepared to engage in legal action against any parties who seek removal, even if they're doing so in favour of the preservation of heritage fabric. I can't participate in community events and fundraisers, knowing all funds raised are added to a pool to uphold the caveat. I realize the caveat issue is out of the scope of this document, but if city administration is spending tax payer dollars to create new heritage guidelines and the west elbow area structure plan they need to also have a fulsome plan to null the effects of these outdated

caveats so inner city communities can continue to evolve in a way that serves the greater public.

- I think we should be more strict about new developments in Heritage Areas when it comes to the design of these new homes. There are so few areas in the city with historic homes and already lots of those areas are filling up with concrete boxes that have no character and don't fit in with the area at all. It's a shame to lose what little character we have in the city and it will keep happening. We should hold builders more accountable to integrate new homes with the surrounding area and be mindful of the impact they have in the community.
- I find it difficult to understand how the Heritage guidelines apply in these older communities when there is already such a mix of tear downs (new builds) and a declining number of what should be considered heritage homes. Elbow Park is a great example - I don't think the guidelines should be based on a set # of homes per block but rather the community itself.
- Not strict enough. Need to enforce the rules for keeping the character of the area historical houses. Need to insist on more trees and natural habitats in the document as the city is wiping out our canopy faster than any other major city in Canada. The environmental impact of this massive destruction of historical city properties is huge. I have yet to see ANY environmental impact statement and review from the city. Having one tree planted (as stated) when in these neighbourhood 4-6 massive trees are removed build these infills, is not enough to counterbalance the destruction that is already happening through our once beautiful city.
- No. Our neighborhood is predominately single-family homes, and changing it to allow for duplexes and townhomes will fundamentally change the fabric of the neighborhood.
- The multi-unit criteria is fine, but not the problem. We don't want multi-unit homes in Elbow Park. The last thing we want is the congestion of Altadore. It's a safety concern and the roads can't handle the infrastructure. We already have problems with non-residents making illegal turns into the neighborhood. Any new multi-unit build will be met with protest and legal action.
- Guidelines should be more restrictive in terms of elements that developers must include, as opposed to optional. Examples such as brick architecture, height restrictions, roof pitch, etc.. In Mission, many of the heritage assets are non-residential and preservation should be considered.
- Heritage guideline areas do not reflect the heritage areas in our community
- Yes
- Don't let heritage guidelines be an excuse for owners to push back on neighbours wanting to do developments of backyard detached dwellings.
- The guidelines provide a very disappointing change, in particular to homeowners of neighbouring properties. As one such owner, we have put a lot into building a dream house and this poses many concerns including safety, noise, traffic and a major impact to property value. Our property taxes have already increased substantially over the past handful of years.
- I experienced very similar issues with a previous downtown condo purchase with the insertion of bike lanes and a safe injection facility neighbouring the condo development. While it may be great to get more housing with closer proximity to downtown, it impacts the current residents who have built up the communities.
- I have feedback on the proposed Heritage areas in Elbow Park as follows:

- Please reconsider the north side of 40th Ave SW as part of the Heritage area east of Elbow Dr. To 4th St SW
- A large part of this block had heritage homes prior to the flood that were destroyed. If they still existed this block would qualify as a heritage area and should be preserved as such
- This area can also be considered as a donut area that is faced by heritage homes (and is very similar to the heritage area on the north side of Sifton west of Elbow Dr.
- Please reconsider the west side of 8th St from 36th to 34th Ave SW and the south side of 36th Ave just east of 8th St. as part of the heritage area.
- This again could be considered a donut area as it is surrounded by heritage homes/historic buildings
- This area covers only 2 houses on 36th Ave and one house on 8th St SW and would provide consistent delineation at the end of the heritage area.
- The guidelines are a little fuzzy. Also you are excluding some areas that should be in like Mountcalm and Carlton Street all the way to the Premier Way round about and 10th street to Premier Way - there are several buildings there that are still part of the heritage community even if they were built after the dates you picked - the entire neighbourhood should have a heritage feel - not just some pockets interrupted by small sections. I'd bring it even to Council way. A lot of the newer buildings have a little heritage feel to them and that should continue. The streets are used for filming purposes. It's a lovely feel walking and biking through these areas. Lots of neighbours from South Calgary walk their dogs and bike their kids here. Also, front yard setbacks were designed into the neighbourhood in order to have it greener. Anyone with the original setbacks should be part of the heritage community guidelines.
- Gardens rather than large driveways should be included
- No. I think it is much too vague. More clarity and definition is needed.
- In summary only allow single family homes on same block and in communities that have heritage areas
- As long as new buildings do not compromise the visuals of the neighbourhood and can provide the same look and feel of the Heritage Homes, then it should be fine.
- Yes
- No. Many communities are predominantly single family homes. No townhouses or duplex should be allowed in heritage districts
- First: why must my response be only 1000 characters?
 - 1. Heritage guidelines: re the statement ""The intent of the Heritage Guidelines is not to require that new development have a historic appearance nor to prevent redevelopment."" am concerned this is lip service and developers will only have to apply a bit of brick or some faux applications when they build a huge condo on a historical block. I don't think this goes far enough. Need more stringent rules.
 - 2. you not have caught all of the heritage sites in this community. eg corner of 31 Avenue and 17th St SW. This is the site of the Taylor homes and it has significant historical value. It is listed in the inventory of Heritage Calgary. But it is not shown on your map???
- Multi-residential should not be allowed at all. Full masonry should be allowed, especially with multi-material facades, as it represents a heritage look.

- Yes
- The building scale planned for Mission will undermine the local character and the quality of life in the neighborhood, threatening to transform it from a historic residential area to a congested inner-city artery. Given the current low-rise scale and the many heritage houses of the neighborhood, a lower building scale across the range would help preserve the characteristics that make Mission such a desirable neighborhood: the local shops, the human scale, the historic buildings and the beautiful views of both the downtown and the South all the way to the Rocky Mountains. To that end, I would counter propose a low and limited use building scale for the designated heritage areas.
- No not at all. Calgary does a very poor job in protecting its Heritage houses often surrounding them with high rise developments, dwarfing them and blocking their light. These houses and their surroundings should be protected for future generations to enjoy and not be overshadowed by the high rise monstrosities you seem to allow. Your policies seem to be driven by developers making a buck rather than by the community who actually live in these areas and have to live with your planning decisions.
- I don't live in those areas and don't feel comfortable commenting except to say I see absolutely no need for developers on the committee who are notorious for not caring about the community.
- Looks good. I trust that there is a very detailed version of this that or provided to any builders. If not you should consider making one.
- Heritage, yes. Overall No.
- The city is wanting to push higher density between heritage and character homes. This will destroy the fabric that has taken over 100 years to develop. Mixed density in the heart of the community with parking, privacy and most importantly the very street scape. I support additional density on the major thoroughfares like Elbow drive and 14th street however putting additional density within the neighborhood or on council way will turn what is one of the crown jewels of Calgary into another marda loop. Any additional density should only be achieved via carriage homes not town home formats keeping the wider and elegant streets. Nothing should exceed 2.5 stories or the entire neighborhood starts to look like a collection of vertical trailers. This is not the Calgary we know and love, it is some urban planners decision to try to make this like Toronto or worse Vancouver."
- Yes, they're great, they are a good balance between dictating a design aesthetic and allowing a free-for-all!
- While I commend the city of Calgary for providing heritage guidelines, there are certain key issues with the guidelines proposed. First, the language used is not prescriptive, which would undermine the effectiveness of the guidelines. For example, the language uses "encouraged" or "discouraged" rather than require. Adding requirements is not social engineering but to preserve beautiful areas left in the City. Great cities of the world, such as London, Paris, Boston or Washington DC do not encourage or discourage, but they tell people what can and cannot be done. Second, the guidelines must provide more distinctions between Mount Royal, Scarboro, Elbow Park. For example Scarboro was designed by Olmsted brothers and must have different guidelines than Mount Royal. Mount Royal has some properties that must be well protected. The City has provided a one size fits all that is intended to apply to all heritage neighbourhoods without providing more neighbourhood specific guidelines.

- They should be expanded to cover more of elbow park and mount royal, including the lots on elbow drive. Those lots will be bulldozed for apartments under current zoning proposal, but they are some of Calgarys finest heritage homes.
- Most heritage “assets” have been or continue to be torn down do not clear how new development will support this.
- Please keep as many of the old trees as possible
- I think the plans to maintain the integrity and history of the local area make sense. Regulations need to be clear and realistic and keeping with the heritage home aesthetic is important to me as it creates a sense of community and connection.
- Sound reasonable, with no personal major concerns.
- No I don't think it provides appropriate guidance. There should be specific mention of building materials and colours I.e. brick.
- The guidelines seems pretty vague. Not sure what they will do
- The guideline should promote new development to have a similar facade and setbacks as existing homes which maintains the feel of the existing community.
- Main concern would be the 14th street corridor. With only a back lane on the east side of 14th street dividing the area of Heritage homes and possibly 6 story apartment units backing right on them, it's very concerning. Parking is non existent along 14th street and the Mount Royal would become a parking lot. The homes along 14th street should be kept in the overall design and garden neighbourhood design Mount Royal has long been known for.
- We think that the guidelines could enforce strict characteristics within a range. Preserving the historical nature of certain neighborhoods is critical to provide Calgarians a rooted sense of being part of the history of their city, rather than a discombobulated, random mish mash of “anything goes”.
- No I do not. Feedback from the citizens that live in this city are never taken by any city council. You have a plan and typically follow it disregarding any feedback. Most city employees are disengaged from their work as it is a job to them and not a career. I have never met a city employee that respects the citizens that they work for. The current city council is fast becoming the worst on record. And thanks for letting me provide feedback. Have a good week.
- Generally appropriate. Area between 17 Ave and Royal Ave should promote higher density over Heritage Guideline Area
- Guidelines need to be more explanatory as to the interpreting of existing structures, guiding the resulting look/feel of “complementary” new builds.
- I think protecting the area as a heritage resource is a good idea. I bought a century home in the neighbourhood specifically to live in and amongst other heritage buildings. Calgary should preserve our heritage and this is a good step. My questions would be: 1) When will this be implemented? 2) How will the guidelines be enforced? 3) How/who will evaluate exceptions to the heritage guidelines?
- Overall the heritage guidelines seem to use very soft language like "may", "should", "encouraged". I see lots of way developers may meet the letter of the guideline but not the intent. I would suggest stronger wording and a more transparent process on approval of designs in heritage areas."
- I think the Heritage Guidelines are solid. Appreciate the focus on maintaining the character of the neighbourhood.

- I have to admit that my experience in providing feedback to the city and any kind of info about developments is this: The City has decided what they want to do. The City doesn't listen to what the majority of the citizens want which was clearly demonstrated during the May public hearings. Four councillors listened, the rest and the Mayor did not. I believe that it is time the City stopped asking people and pretended to do engagement. On the International Association for Public Participation (IAP2) spectrum, you inform. You do not engage. I do stakeholder engagement for a living, and the City is very simply going to do what the planners and developers have decided they want to do. Which is build 8 plexes on 50 foot square lots. Are Heritage guidelines important, yes! Why are you tearing down an old 1910 home on 21 Ave between 5 and 6th street SW, and building a small highrise? You tell me.
- I think that there are a few areas of with heritage homes that were left out of the draft maps. This includes areas of 14th street and areas between 34th and 38th ave. Other than that I believe the guidelines are valid and that developement could be more encouraged to follow it (especially if they are rebuilding a detached home or townhouse).
- If anything the Heritage areas are not large enough. Given the small amount and loose nature of what is considered Heritage in Calgary, all of Upper Mount Royal should be included. Landscape and preserving trees should be included. Many people that do not live here, cycle and walk through the area. It is very unique to Calgary and once the duplexes and 4 plexes come, the mature trees will be gone and it will destroy it for everyone.
- The Heritage Guidelines with its densification plans and outlook are destructive to heritage the neighbourhood was based and planned on. The sole reason why anyone would like to live and visit these neighborhoods is because of its heritage. Looking at any historic town in Europe proof this. The reason why we all settled in a specific neighborhood, is because we identify with it. Coming from Europe, it is shocking to see that a change is even considered in these heritage neighborhoods. The communist in Europe have done these changes in the past, which now, are being removed and rebuilt to the old heritage building code. I can only hope these plans are not becoming affective, if, it will destroy the little culture we have and enjoy every day.
- I think the guidelines are appropriate except then you do not follow your guidelines in the Drafts of the Urban form and Building scale. If you followed the guidelines then all of the houses along elbow drive should be classified accordingly- as nighbourhood local and limited construction.
- - yes changes should be considered
 - inconsistency in commercial rezoning- why is Rideau Roxboro the only one with planned commercial development
 - concern of future commercial development on 3rd St SW - re-designation should be removed"
- I think heritage guidelines are very important and help people to think of the community in which they are or will reside. Being a part of a larger whole. I think quality of materials should be considered as well.
- I agree with the heritage guidelines and think it's important to preserve the charm of Calgary's few remaining character, single family dwelling neighbourhoods. The preservation of heritage neighbourhoods will not be maintained however, with the proposed local area plans that permit six story apartments and stacked living where charming single family house now exist.

- I believe the Heritage guidelines are acceptable as a general recommendation but only encouraged, not mandated. There are too many requirements for them to be mandatory.
- No. Small communities such as Rideau and Roxboro are key to the internal community and network of Calgary. They should be treated with respect and integrity to existing buildings and single residence homes preserved. Restrictive covenants should be respected. No large scale buildings should be spackled through this pristine green corridor.
- They do not. Our house is 110 years old and we know that it's designation worthy but don't have the time to go through your hops. Provide resources to help.
- Yes, changes to the draft Urban Form and Building Scale Maps should be considered.
- There is inconsistency in commercial rezoning, as Rideau Roxboro—one of the smallest communities—is the only one with planned commercial development, while other neighborhoods like Mount Royal and Elbow Park have had these designations removed. Why? This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities.
- Additionally, concerns remain about the redesignation of 3rd Street SW in Roxboro as a "Neighbourhood Connector" in the Draft Urban Form, despite its removal from the "Low-Modified" category in the Draft Building Scale. This inconsistency raises concerns about future commercial development. The redesignation should be removed to avoid unintended commercial expansion.
- Addressing these issues would ensure a more equitable and consistent plan for all neighborhoods involved.
- Sure
- There is inconsistency in commercial rezoning, as Rideau Roxboro—one of the smallest communities—is the only one with planned commercial development, while other neighborhoods like Mount Royal and Elbow Park have had these designations removed. This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities.
- Additionally, concerns remain about the redesignation of 3rd Street SW in Roxboro as a "Neighbourhood Connector" in the Draft Urban Form, despite its removal from the "Low-Modified" category in the Draft Building Scale. This inconsistency raises concerns about future commercial development. The redesignation should be removed to avoid unintended commercial expansion.
- Addressing these issues would ensure a more equitable and consistent plan for all neighborhoods involved.
- I think buildings should be kept lower in the Limited category East of Cliff Street all the way to the Elbow river. There are enough low rises in this neighbourhood already. But I'm not sure why the lower charm of the zone west of cuff street is being protected and it's not being protected East of Cliff street. 6 stories is too high for this area. This area is already getting too high in building height and I think we should limit any further.
- The heritage areas in the Bankview map are understated. Cultural heritage should also be included. For example one of Alberta's best architects Jeremy Sturgess has done over 60 units in Bankview. He was architect for Alberta pavilion in Vancouver Expo years ago. Many of these bldgs in Bankview are over 40 years old. The street of 21 Ave. SW between 17a and 19th St. should be included in heritage areas. Sturgess has six published houses on this street (1901 22 Ave, 1903 21 Ave, 2204 18a St. 1910 21 Ave, 2205 18a St. 2210 19th St. There are also 4 1920 heritage homes on this street and only 5 none heritage

homes. Sturgess has also done 3 story)row houses, 8 units at 1800 26 Ave. and 5 units at 2310 16a St, He also did condo complex with heritage Nimmons house at 1827 14th St. It is important that all heritage be acknowledged. It is inappropriate to suggest that 6 story bldgs should be anywhere near conservation districts. Adj. projects should be limited to only 3.0 m higher.

- No. I don't think the north end of elbow drive, or Garden Crescent, should be part of the Heritage Guideline Area. The shaded area appears to include our home on Garden Lane. Our home was built in 2002, and is not a heritage home, nor is our neighbour. Other homes fronting on elbow drive (not garden lane) may be older, but are in very poor condition and the lots should be redeveloped with new homes. Most of the existing homes are not really visible from the street and there is no reason to apply heritage guidelines to this stretch of elbow drive let alone Garden Crescent which is a completely new development. This is not a block that is typical of the heritage guideline areas and I don't understand why it is included.
- Yes. Heritage guidelines should not prohibit redevelopment, but should help guide how new development should reflect the existing heritage buildings in the area so the street feels cohesive and helps preserve the story of development in the community.
- No. Not equitable. Should be same throughout city. Very unfair.
- I feel the information provided is written for an urban planner and not constituents.
- Yes
- I would add the trees/foliage to the heritage guidelines.
- I find it ironic that the history of these "Heritage" areas that we are trying to "preserve" were essentially established by the CPR as enclaves for the rich to avoid densification and enjoy estate "character" homes. Through this policy, Calgary intends to institutionalize this inequality for future generations giving some special treatment while putting densification on the backs of the middle-class. Some considerations:
 - Given Calgary's short history, why are these areas significant vs. other areas built post war? Are not bungalows more characteristic of how the majority of Calgarians lived?
 - Should not all areas receive consideration that the new developments consider the context of their neighbourhoods? Is this not a duplication of ""good planning"" guidelines?
 - If you highlight these areas for inequality preservation, will not investors be attracted to it? Similar to Shaughnessy in Vancouver, will the neighbourhood be hollowed out as an enclave to investors?
- Get rid of it...
- Yes.
- Yes it is okay.
- I think the Heritage Guidelines provide appropriate guidance.
- Sure they're fine
- I think that heritage guidelines are being used to protect a select few neighborhoods while leaving Altadore to be densified without any thought to wrecking areas where families reside.
- No. In Upper Mount Royal, there are a wide variety of homes suited to the tastes of each owner. Forcing new development to adhere to a specific pitch or massing constraint etc.
- based on what *some* of the homes look like limits the ability of each owner to enjoy his or her property unduly. For example, redevelopment in the area is already extensive, and has

massing much larger than the original homes given changes in market preferences. But all new development needs to adhere to the old massing standard from decades ago? Another example - roof pitch. Let the owner choose. Needless red tape."

- Don't allow astroturf or large expanses of concrete in front yards
- No. Not every building has heritage value. But the one that do should be maintained accordingly.
- You've put "heritage" heading in rich neighbourhoods that had already put a covenant on in order to cover your own butts when you know full well density in those areas would make way more sense than what you are currently proposing
- Yes. Need to give examples of what a multi story building would look like in the Heritage areas.
- Heritage assets ought to include trees
- Why are the PMQ houses in Garrison Woods not included in the heritage assets? They are unique in the city and just post war, so very close. Please consider.
- Sure
- No. They are so vague that there is no direction. Not clear who has decision making and no timeframes for decisions. Just say no to changes in these areas.
- Yes
- While the Heritage Guidelines aim to provide a framework for new development in Heritage Guideline Areas, I believe they fall short in offering comprehensive, clear and simple language guidance. The current guidelines leave too much room for interpretation by developers and the city, which can lead to inconsistencies and potential conflicts of interest. Improvements to consider: clearer definitions and standards, describe in details strong oversight and reviewer processes.
- Living in North Glenmore, the amount of gentrification and destruction of the original character homes has been huge. We live in a renovated 1910 farm house and with everything around us going incredibly luxury and expensive infill, it is making our ability to live in the neighbourhood unaffordable. The destruction of so many old trees for each of these infills is short sighted and will have impacts for cooling and future storms. This city absolutely does not respect heritage or affordability. Your shortsighted pandering to rich developers is impacted senior home owners like myself, pushing us and other lower income residents out of what was welcoming and accessible neighbourhoods, and deeply impacting climate and natural infrastructure in the city like old trees. Your lack of planning, resilience or sustainability is creating a deeply inaccessible and unaffordable landscape.
- Change: 42 Ave SW, between 19th and 20th streets has the north side of the block classified as Neighbourhood Flex and the south side as Neighbourhood Connector in the draft map.
- Currently the west part of the block has the ice cream shop, liquor store, Garrison pub and the day spa, however the east part of the block (closest to 19th street) is currently very much Neighbourhood Local.
- The Map should be changed to have just the east part of this block (north and south sides) classified as Neighbourhood Flex and the west part of the block (north and south sides) as Neighbourhood Local. This will remove any potential future commercial development for the east part of this block preserving the current Neighbourhood Local category. The current residential land use of this block has a mix of single dwellings, duplexes with young families,

mid-ages professionals and retirees that would be negatively impacted if the commercial development was allowed to grow."

- I think the city should focus on finishing up the projects currently started, delivering basic services, and lowering taxes. The main streets project has made my Main Street a war zone for 3 yrs now. Pls stop.
- It does somewhat, although I do notice in Cliff Bungalow/Mission area where I live, there are some new multi-residential developments that seem too modern for these Heritage communities, especially when they have torn down beautiful Heritage houses to build them. Some modernization is ok, but a bit more emphasis on the strict use of Heritage Assets would be nice to see to keep our communities from becoming over-gentrified.
- Totally incompetent city council don't have a clue on city issues
- Yes I like the guideline
- Thank you! This approach to informing design of new builds will ensure they fit into our character neighbourhood.
- Yes
- Yes, do not live in identified heritage areas
- Not at prewar stock is worth preserving
- No. There should be no multi residential dwellings allowed in neighborhoods like Upper Mount Royal. Furthermore none of these guidelines are ever binding. People end up building whatever they want without regard to historical character or foot print considerations.
- I think the guidelines should be more strictly enforced. For example, in Erlton, one house was built full stucco while all the other houses in the street are full brownstones house. Keeping the historical nature of the neighborhoods while adding new development is essential for these communities. In making these guidelines more strict, they should also be expanded in more details for each communities.
- Yes
- Not supporting permitted use dwelling units, but supporting increased density? Following contextual setback... unless the City's minimums are worse?
- This stuff is all pretty silly. Old urban planning doctrines that we can safely dispense of. I'm all for some architectural standards to maintain the character of a neighbourhood, and I think the majority of this document does a good job at that, but let's cut the big fundamental restrictions on the ways our communities can grow.
- They absolutely are not appropriate for new development. The first first thing in it says permitted use dwelling units should not be approved. If the heritage guidelines are about the look and "character" of a building, why not just allow them to be approved.
- Throughout, but particularly in point a. of the General section of the Guidelines says 'Land use redesignations.... should not be supported in Heritage Guideline Areas', key word being 'should'. This should instead be 'must'. By wording it as 'should', this point, and others, in the Policy are meaningless, as it doesn't have to be followed. I understand these are guidelines for the permitting process, but unless they HAVE to be followed, they don't really mean anything.
- Seems you've missed some streets and neighborhoods specifically south calgary.
- I find the concept of heritage guidelines to be restrictive to architectural freedom. New contemporary designs are a great way to juxtapose character homes. I support heritage preservation but am not sure this is the best tool to support preservation.

- I do. I believe it's important to protect heritage assets and styles in our city. However, heritage guidelines can be seen as exclusionary when protecting wealthy assets and prohibiting development that could allow more people to live and appreciate heritage neighbourhoods. Heritage guidelines must not gate-keep and increase exclusivity in neighbourhoods. They must be balanced to allow growing populations and attractions that would motivate people to live and visit these neighbourhoods, not to defend wealthy households and restrict public enjoyment.
- Does not impact me. I'm in marda loop which appears to be outside the heritage zone.
- While I really appreciate the desire to preserve heritage buildings and maintain some consistency in design, I disagree with one element. I believe floor to ceiling windows should not be discouraged. We know of the physical and mental health benefits of natural light exposure. I think the dated historical designs that do not accommodate this should be put to rest. I think enough design elements that match the historical look and feel can compensate for this change, allowing for a modern take on lighting with blended with a historic look in architecture.
- So unfair. You are adding heritage guidelines to neighbourhoods that have the resources to fight rezoning laws. I lived in Elbow park- now in Garrison. It does not make sense to give these 'heritage' areas an exclusion. A more appropriate use of land that preserves light and the character of homes in ALL communities makes more sense.
- I am completely opposed to the cities blanket rezoning. This reckless plan needs to be put to a city-wide referendum to let the voters decide for themselves. You were on the wrong track with total disregard to Calgary's traditional values and the irreparable damage is causing. Building high density housing throughout the city and already fully and carefully developed neighbourhoods will not solve any perceived housing crisis. If you build it, they will come. The problem will be greatly exacerbated as enormous numbers of Third World migrants pouring throughout open borders, clamouring for the newly available in taxpayer subsidized accommodation. This will greatly overload already overstressed residential road system in 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 the vastly increasing population influx which you will not be able to keep up with and are not even considering in your high density subsidized housing proposal. The advantages Calgary possesses which make it an exceptional place to reside are being destroyed quickly due to this negligently planned increase of population density, and you will still not have solved any perceived housing crisis.
- No. The guidelines say what setbacks and designs, etc. should do to conform to heritage guidelines. This is too general and open to very liberal interpretations. More specifics would clarify.
- Yes, this provides adequate preservation of Heritage requirements.
- Since development can be changed at the whim of City Council - guidelines need not be taken seriously.
- To protect Mount Royal, the area must be protected in its entirety, not fragmented. The guidelines must be enforceable!! The community must be able to protect itself in its entirety with a set of guidelines that are enforceable and understood by all. Stop the "permitted use" development permits being granted currently.
- I do like this guidance to preserve street character.

- The architectural features (if I understand the very concise draft guidelines) are appropriate for the areas pre-1950 buildings is there any outlook on 1950s 1960s buildings? Mid-century bungalows are renowned for liability, solid construction and harmonization with landforms and vegetation.
- I live in a home built in 1927. I am presently applying for heritage status. Therefore I have a very strong interest in protecting the character and development of my neighbourhood referring to the August 27, 2024 draft “Heritage Guidelines” I find most of the document to be okay. However, language which says ‘discourage’ is too soft. This can be sidestepped by any developer. This has to be changed to terms such as ‘must’ and ‘cannot’ or the entire guideline has no effect on development.
- Yes. And this is important. For instance, preserving Rouleauville and the Francophone origins of Calgary should remain a priority.
- Yes.
- Heritage guidelines is an excellent step, however, I have the following comments.
 - In a residential heritage area where existing buildings are three stories or less than new buildings should be built to a three-story height and preferably to 2.5. Otherwise new buildings will tend to overshadow and overwhelmed the Heritage buildings on either side.
 - Front yard setback should be consistent with the average of the existing block.
 - Setbacks other than garages should also be consistent with the average of the existing residential properties as small rear setbacks may create shadowing issues.
 - Coverage ratios should be similar to the average of the block.
 - Hard landscaping, such as concrete planters, gravel, or synthetic grass not allowed.
 - Existing trees should be preserved when lots are redeveloped.
 - Where there is an existing historical design theme such as the craftsman in Scarboro them new builds should be encouraged in the same style.
- I think the Heritage guidelines are absolutely necessary, but I doubt they will have any or very little effect, Calgary’s record on saving Heritage structures is a abysmal and will likely continue.
- Heritage guidelines are good.
- No. Maintaining restrictive rules on height, density and style, in the name of “community”, especially where those rules benefit rich owners of mansions in highly desirable areas, impoverishing future generations who would benefit most greatly from a place to live.
- I live in a 112-year-old 900 square-foot home in South Calgary. A modest bungalow. I bought it 22 years ago. I have not made any changes to the exterior. I think the proposed heritage guidelines are flexible and sensitive to preserving heritage homes while allowing new development.
- No, I believe Heritage guidance criteria are not clear enough and subject to multiple interpretations. Also not clear why city is asking only this constituency for guidelines? However, I agree with the map from the most points of view.
- Reverse the zoning by law city Council need to be removed. The mayor needs to be removed.
- I think it is appropriate.

- Yes, I think they do provide some important guidance. Could this be applied on a greater scale to South Calgary? For example, I am concerned when an eight unit townhouse (built next-door to a home) is built with limited parking, landscaping, or appropriate places for garbage and recycling. When I walk by it doesn't look like any guidelines have been followed for form or function i.e. 16 bins (not aesthetically pleasing), and not one tree has been planted or the building is very close to the sidewalk. This building is next to a lovely home with a family who takes great pride and ownership. I feel the heritage guidelines would make the community safer as currently cars are parked on every street right to the corners, making it very difficult to see cars travelling in the opposite direction.
- Yes.
- It would be great if developers would not completely destroy an area (as is already happening) all single-family homes are being destroyed (as per the plan) to dramatically increase density – roads are falling apart – no parking of course - the city planners hate cars and do not want anyone driving one there is already no parking and all these new developments have insufficient parking for cars. We cannot sustain all this development. Property taxes are out of control as a lifelong Calgary, I am leaving - so disgusted.
- You impose blanket of zoning on us against our wishes and now pretend to ask our input.
- I do think the Heritage guidelines offer appropriate guidance for new development, however, they are just guidelines, the developers do not necessarily have to follow them, and often do not. If we want to preserve our Heritage homes and streetscapes, we need to maintain our current high restrictions, and setbacks.
- I agree with the Heritage guidelines. I'm puzzled why they aren't being followed in the draft for building scale. For example, I live on 5th Street and 18th Ave. in a low rent seniors building. But further towards 25th Ave. are existing century homes. They are often lovingly cared for with amazing gardens. Yet I see building heights being designated as low up to six stories. This is an example of taking the asset out of the neighborhood. No one wants to have the beltline move in.
- yes.
- Get rid of rezoning and Altadore leave it at four units.
- The heritage guidelines as is is too weak. Developers should be required to adhere to heritage design. We are seeing too many "boxes" and flat roof homes/apartment/condos being built, completely changing the character of the neighborhoods.
- Requiring new development to echo, unique history is vague. I would like to see stronger verbiage included in the guidelines, requiring the design intent of new buildings to honour and support local community heritage. Adding a requirement for contextual images to be taken of surrounding Heritage buildings and included in a development permit would require proof that the designer has done the due diligence of exploring the area that the development will be in (not Google Maps images). Adding a requirement to developments in heritage areas to document and explain whether the design influences were gathered from and how they were incorporated into the new development design will result in better developments.
- Heritage areas have heritage infrastructure, how can you protect them with blanket rezoning. Are they exempt?
- How many times do I have to say "I do not want a six floor building apartment next to my house". We do not have enough parking on the street. The streets are too narrow. We

are quite certain that you will respond to this. You never refuse an application for a land use change!!

- The guidelines look fine to me.
- The Heritage designation has been crafted to prevent applying blanket, rezoning to certain districts (Mount Royal, elbow Park). It is a farce. The blanket nonsense was rejected by Calgarians, especially homeowners who pay property tax and should not be applied at all!! Boondoggle for developers. Pathetic.
- Quit wasting taxpayer dollars.
- I do, I think community should have character, not the same modern town house repeated over and over.
- Too late – Main Street 33rd Ave. has ruined all our Marda Loop neighborhoods. Our homes overshadowed by ugly buildings.
- I think the Heritage guidelines are appropriate guidance.
- Yes, I think these are appropriate.
- Front of lots setbacks will be challenging. Ideally, people want their backyards to be bigger, not the tiny fronts. Exceptions for the bigger homes on for example south side of 21st between second and fourth. Generally, we need to plan/zone more flexibly to anticipate or incentivize – to use a Marda Loop analogy – mixed use on 34th Ave. that has bled over from 33rd. What does that look like on/in some of these areas? Between 4th and 5th on 18th.
- Put it to vote! Too important for a few people to decide. These changes are not 'inevitable' unless taxpayers no longer have a say.
- Yes, I think they're a bit late in coming as a great number of Heritage houses have been demolished. Ideally, the guidelines should be imposed in a heritage neighborhood.
- The issue is the lack of guidelines outside of and near Heritage areas. As a resident of Marda Loop, I am witnessing firsthand, unchecked development and homes being built. You can see the poor construction based on the materials, being used, the lack of craftsmanship, etc.
- Densification should not occur at any costs. It seems that outside of Heritage areas it is a total free-for-all. No long-term vision.
- To keep Heritage area, unique and healthy, the height of any modern developments in the same block will need to be the limited (up to three storeys).
- I would change the city planners, and the municipal government and mayor. All of your projects are driven by an ideological dogma. Out of touch, false narratives. We demand an election before any more development plans. Everything this city has done has been an expensive disaster. Stop. Shrinking the width of roads and parking is ridiculous and foolish.
- The general direction of the guidelines is fine, but many new developments dwarf, the neighbouring heritage structures. Please consider some size restrictions so the new bills don't overpower the lots.
- No comment.
- No, you're filling our community with ugly condos and overcrowding it. I used to live in a nice quiet community you've ruined that, due to your greed.
- No comments, generally agree.
- None of what you propose in topic to protect heritage, making topic one a moot point.

- No. We don't think the guidelines provide appropriate guidance for new development in heritage areas. What does the "HG" are written to encourage modern development that echos the unique history established by heritage assets. This feels way too general and unclear, and result in losing the history and beauty of these heritage areas.
- Ie, it is good, but I am worried about the implementation. How are these guidelines going to be enforced? Too many times we hear that guidelines are not byelaws so don't have to be adhered to.
- Heritage guidelines are an improvement. Public review of " detailed guidelines" required. No semi detached or row houses should be allowed in heritage communities unless community specifically agree to those housing types.
- Clarify guidelines with specific examples. Encourage developers to blend heritage preservation with contemporary architecture effectively.
- I think the guidelines confused heritage with Florence. There are many heritage homes, not in the most expensive neighborhoods.
- Yes, I am pleased with maintaining the heritage of character homes in my area (21st Ave SW). It is important to maintain the historical qualities that make my community unique.
- Yes.
- No, they do not. They will not do enough to protect the integrity of Heritage homes and not strong enough to protect Scarboro, which should be designated a heritage site.
- Heritage guidelines seem appropriate. I would question some areas not included in the identified areas on page 6. Several "white" areas in Mount Royal and Elbow Park certainly seem to qualify but are excluded. Premier way, 8th Street and 10th St., etc..
- Yes.
- I'm OK with Heritage guidelines, not all Heritage buildings are attractive or have been kept up. Your examples don't show the small bungalows also built. I think we need to control the lot line to lot line square concrete/glass homes that are built to minimize square footage and include some historic design aspects.
- No. Appropriate development in Heritage areas should require property setbacks that mirror the setbacks of the heritage homes (i.e. the existing assets in the community). Absent that, you end up with a significantly diluted heritage Neighbourhood. New development should be required to have a historic appearance. Otherwise overtime, the community will lose its beauty and its significance as a historical community. Again, you dilute the history of the neighborhood.
- I have an understanding of this issue to respond knowledgeably.
- These seem reasonable and aesthetically pleasing.
- It seems reasonable.
- Ensure height restrictions, maintain heritage characteristics. Infills seem to tower over our older homes in mature neighbourhoods (especially Elbow Park).
- I would like to see similar guidelines for Garrison Woods. Homes don't predate 1945, but they do represent an important historic moment for Calgary and Work as a collection of houses not just individual units.
- Yes!
- These guidelines are rather generic and really have no teeth to them. All they do is recognize what is there and does not enforce any maintenance of these guidelines. If I understand the balance of this plan, absolutely all of the heritage homes could be bought

up, knocked down And buildings of higher density could be built. Maps one and two. Page 9 (property owners and landowners decide when and how to propose something new on their land).

- We built our house in 1997. At the time the development guidelines were to maintain the heritage characteristics which we followed to the point of keeping. Exterior and interior designs. So while we are not a heritage home, we like most of our new home have maintained the field of the neighborhood. The city, despite objections of all of the neighborhood residence is choosing to destroy that field. There is no consideration for the opinion of the residence that actually live here.
- Looks good as presented.
- The term “general massing” is too vague to be useful. It could mean anything without some more specific guidelines (e.g. percentage change/increase in coverage and height, compared to adjacent or nearby buildings?) Without some more detail, it provides no predictability either to current residence or to those planning to build something new. The term may mean something to planners, but it is not clear to the rest of us.
- No, as they are just guidelines. If they were enforced in some manner, I would agree with their placement. Guidelines can be ignored!
- BTW – why is Marda Loop construction taking so long lots of work standing around half the time. Why not get on with it and finish the project!?
- I don't think it's specifies what kind of buildings infrastructure and people the community is going to be populated with period there has been many new buildings in the city that has no parking spaces, all that are ugly or substandard or crowded. These will deteriorate the community, whereas quality edition improves it.
- OK.
- No. Why is an old house considered more valuable than newer smarter homes? What are we saying here?: Overall village concepts to shed light on what is really special and valued. The houses you speak of are under utilized spaces held for appreciation by wealthy owners.
- I agree with all heritage guidelines.
- It doesn't matter what citizens think. This exercises are fast to say you “gathered input”. The city does not listen.
- Seems to be a significant number of 12-26 storey buildings along 26th Ave. between 2nd St. SW and McLeod Trail. I don't believe these buildings would qualifie ad heritage areas. Difficult to figure out the reasoning behind this concept if there are high scaled buildings. It would be best to consider lower rice structures as to not take away from a “heritage” theme along 26th Ave.
- We are losing our bungalows to houses and four Plex is changing the community without considering the neighbors.
- They are fine.
- You need to stop thinking this is constructive cooperative input and take this plan to the people to vote. We don't appreciate being manipulated and controlled by our council exerting overreach of our property extend to include Morrison Street only wide enough for existing density.
- Generally, yes. What we object to is having a building of heritage import (parenthesis Lang house) being dwarfed by a revised 26 story scale from the existing low to mid scale

buildings adjacent to it. In the setting, the Lang house would become an analogous oddity, the losing its character significance.

- “Guidelines” are a waste of time unless they are enforceable.
- Good first step in recognizing importance of heritage areas, which should apply to the whole upper Mount Royal as far as Sifton Boulevard. The tree canopy, garden, landscaping, historic connections, and architectural cohesiveness. Make this area of vital, socially cohesive area and vibrant community. Should remain a single dwelling area with historic caveats intact.
- Guidelines are OK but what will you do to enforce builders to adhere to the guidelines. The city has a decimal track record on enforcement! What’s your timeline for implementing all this? There are currently many new developments going up in mission that look nothing like what’s been here previously. if developers/builders seek approval based on new heritage guidelines will be no longer see city engagement signage at properties poised for a change in juice? Will the issue of whether the proposed project is “right” for the site shift from “complaining” “neighs simply to city approval (assuming the project meets the new guidelines) and therefore engagement science will disappear and projects will proceed more quickly??
- Yes. Could add Garrison Woods.
- Although a little vague and open to interpretation (and possibly argument) they sound like they could work. However, creating an awareness of the guidelines will be critical and essential.
- No, I don’t believe the heritage guidelines are strong enough to support protection of Heritage assets. Having only front façade, window, fenestration, and roof lines monitored doesn’t protect the whole asset, nor does it support the historical nature of the neighborhood. Halifax, for example, has much stronger guidelines, resulting in a preserved downtown.
- OK.
- Yes.
- I have lived in elbow Park for over 70 years. The city should listen to elbow Park residents. We do not want any change in planning! No change in zoning or density.
- Please quit wasting our tax dollars collecting information. You have no intention of using thank you.
- You do not want our input to stop spending money on brochures!!
- A lot of vague guidelines, which are not definitive and will allow for different interpretations by city planner/permits!
- I think that the Heritage guidelines are great and will serve the community well while also easing fears towards rezoning. I would add Heritage Street design/geometry, along with the planting of trees that will mature into a large canopy in addition to architectural policies for buildings. Developers should be held more accountable for this as they already have record profits.
- I think the guidelines are fine if you already own that type of home, but there are no incentive/tax breaks for owners to preserve homes and buildings. My build is in perfect shape and it’s going to be destroyed. There’s no incentive to preserve it.
- No. The information provided is general, brief comfort heritage areas. Words like “encourage” and “help” imply, lack of serious intent to enforce heritage standards for new development. Serious protection of heritage areas are needed.

- What is the point of the City of Calgary needing our input? We just recently went through the longest public hearing in the cities history regarding up zoning. 70% of the presentations were against the upcoming byelaw and 90% of the submissions were against it as well. Almost everyone who was against it was not against densification and wanted to work with the city on how to accomplish this. The city didn't listen to it citizens. The mayor and eight of our city councils were in favour of the zoning.
- Everyone I have spoken to is against the city plan each community should have a vote as to redevelopment. Buying a home takes a lot of money, consideration and savings. No one wants their biggest asset ruined by developers.
- Keep all existing trees. Do not allow them to be cut down. We need them for climate change! Planting tiny new trees with water bands is not the solution. Do not allow buildings to be built to the sidewalks. No earth, drainage. I am appalled by your "vision" of a healthy neighbourhood.
- Not applicable to me.
- It doesn't matter as like blanket, rezoning, your mayor and friends of mayor already decided a done deal. This is just an exercise of futility.
- I have lived in Bankview for the past 50 years. On my block there was once only single-family homes. I think the density caused by the influx of apartments and condo should not be increased and what little that is left of Heritage homes should be preserved. Enough of the generic nature of these multiple monstrosities is enough!
- Cycling in Altadore there are a few ugly apartments. Design should conform to the area. The sheet metal apartment at the corner of 33rd Ave. and 22nd St. The styles you show on page 7 are good.
- I am happy to see that heritage buildings are valued and being considered in Calgary's plans. One thing I would change is to revert the building heights and lot coverage back to the previous guidelines to preserve these heritage neighborhoods. I imagine the city altered the guidelines open parenthesis, allowing for higher and greater lot coverage) to encourage multifamily building. Instead, larger homes are being built. Tearing down good homes for larger ones is a waste of concrete another materials and is environmentally irresponsible. These huge buildings ruin the heritage character, they tear down trees, they annoy the neighbours they use labour resources that could be better deployed to build desperately need new homes, and because they are fewer trees and grass, they make it more difficult for stormwater to penetrate the ground.
- The idea of Heritage guidelines for new development is not of any importance to me. It is, however, extremely more important to me that my neighbourhood remain low – density with single dash family homes. I do not care what style of the home is that sits on the lot or if it has 25% or more heritage assets – sounds nice – means little to me. Family can have the opportunity to express their own style and whatever building materials they choose that meet city codes. The real problem to me is the developers, a purchasing the older character homes that young homeowners might have found desirable. Unfortunately, due to blanket up zoning, these young homeowners can no longer compete in the real estate market against a developer, looking at the \$associated with subdivisions or rowhouses. Homeowners are denied access to owning a single-family home in our neighbourhood and we are stuck at the city trying to appease us with "Heritage guidelines"
- I don't feel it as a fair process to ask people that do not have a design background to answer these questions. I think that is a recipe for ill conceived neighborhoods. That is

why we didn't have blanket zoning. This is the job of city planners that are educated and respect design.

- These guidelines should be developed in consultation with residents in the heritage areas.
- Guidelines are far too broad, and communities included or not homogeneous with respect to current zoning. No guidance re: actual historical significance. Concerned that city planning is focussed on density at all, and any cost, with great risk to historical value of Scarboro. The guidelines are extremely general and appear to be suggestions only.
- Not all houses should have to be heritage in style. This hasn't been the practice until now and the new modern homes look great. This is too controlling.
- The Heritage guidelines do not have a lot of detail – but having said that they appear adequate.
- No, I do not think it is solid – developers will find workarounds. I would change, because not enough. Heritage means so much more more than three aspects per block (so easy to say fulfilled – may not even be noticed by passersby). Affordable housing considerations – Heritage guidelines aren't even considering it's not all just developers.. No!! Changing heritage areas at all, makes them no longer "heritage"!! There are restrictive covenants for the purpose of protecting "heritage" neighborhoods. Leave them alone!
- Yes, I think it is appropriate, but it will need to be clear and well – defined to the lay person what general characteristics need to be maintained.
- I would allow modern housing and restrict the size of the houses maintaining the yard size in the front.
- Agree with guidelines – "look and feel" is important. Anything that improves functionality is welcome. (e.g. vehicle management, public transport, access to walking/cycling, paths, etc.).
- The Heritage guidelines would have little influence in "respecting the historic character of existing homes or positively contributing to the ongoing historic nature of these areas" when you are recommending a change from existing residential use up to four stories to buildings up to 16 stories as is shown for 18 Avenue SW east of 9 St SW in lower Mount Royal. It is hard to imagine how a 16 story building could be made to respect the historic character of an existing low rise neighborhood.
- Yes, they are very well thought out.
- No, I do not think that the heritage guidelines provide appropriate guidance for new developments in Scarboro community. The guidelines are not sufficiently contextual to Scarborough, and do not recognize Scarboro as a uniquely historic community – Scarboro is internationally recognized as one of the best Olmstead designed neighbourhoods in Canada, yet not recognized by Calgary city Council as such.
- Terrible all this nonsense up! You are destroying Calgary with the total undemocratic unmandated rezoning forced on Calgary. You can't get anything done (just look at my loop dumpster fire you've created).
- When I first moved to Mission, there was a height restriction on building. I think there should be a height limit to ensure these heritage homes/buildings can actually be seen. Also permitting/grants to restore these homes should be affordable. Too many of the flattened for high-rises.

- Heritage homes should be allowed to be used for house – commercial to ensure economic viability. Uses should be restricted dwellings professional services (accountants, architects, lawyer, photo studios) restaurants.
- I agree that Heritage homes are a valuable part of our communities and should be encouraged and supported. However, adding yet another layer of controls and bureaucracy to home development is a waste and not required.
- No, you need to be more specific. For example, in the first paragraph you stated all homes within the boundary must fall within heritage guidelines. However, in the next segment, it says, enforcing strict architectural guidelines will only address “general characteristics”. Finally in the final segment, you say “does not require anything” and that we “encourage” people to adhere to the guidelines. There is no consistency and furthermore, you can’t tell someone they must, and water it down for others.
- I’m sad to see communities surrounded by tall buildings. In my opinion, this isn’t going to solve the homeless situation as most people can’t afford to occupy these new buildings. Low income people need subsidized housing.
- Caution building height on 14th St. SW as it negatively impacts daylight to homes in Mount Royal.
- I agree that the proposed guidelines are appropriate and necessary.
- Yes.
- I think that the Heritage guidelines are a good idea. I would like to see an emphasis on protecting our urban forest. Maintaining our existing large trees and mandating line streets.
- Have not reviewed in detail, but consider allowing slight reductions in front setbacks for new developments.
- I believe the guidelines provide appropriate guidelines. What happens, if a retiree has to abide by guidelines, but can’t afford the cost of the new guidelines?
- I’m not sure if pitch/style, façade, projections or window/door patterns matter that much, but I feel setback, lot coverage, building height matter.
- No, I don’t think the guidelines are being followed when development is being considered. Lipservice at best; talking is good but developers override any guidelines with excuses about profit margins. As a resident of CBM we have yet to see a development “that echoes the unique history established by existing heritage assets”. Why does the six story limit keep being eroded while Mount Royal, Rideau and Roxboro are exempt from development?
- Yes.
- No.
- Yes, appropriate. Stop the zoning. This negatively impacts people who live next-door, by increasing density, destroying the look and feel of the neighborhood, and offer smaller equally unaffordable homes.
- I think new development should use all of the heritage characteristics. Also: should limit building heights on streets with a lot of housing on them.
- How to coordinate heritage areas with increased density I’m concerned that increased density on 33rd Ave. Will negatively affect the heritage area on 32nd Ave. between 14th St. and 16th St. leading to a decline in property values, desirability, upkeep, and maintenance.

- I don't think that architects should have to incorporate the shapes and materials of historic buildings in new designs. I can see the benefit of keeping façades in line, but apart from that I see no problem with having clear distinctions between old and new, adding to the rich tapestry of city life and allowing architects to freely expressed innovative creativity. Having said that I would like to see protections for abroad of variety of historic buildings, including 1920s to 1940s and postwar/brutalist architecture.
- The soul of a community is in its history and buildings reflects that history. The integrity of a neighbourhood must be respected if we want to attract people to it. There are in Calgary presently some areas that have lost their characters due to the everything goes attitude of the City as long as it reaps the benefit of tax dollars. Case in point, Bannerman Drive if you care to go and have a look at it. The problem with the heritage area as identified in the guidelines areas identifies only well to do areas where residents have either money or clout to fight the City on the blanket rezoning. Other just as charming areas have not been identified and therefore are becoming a free for all.
- I am a longtime resident of upper Mount Royal having purchased our home on Carlton Street SW in 1993, which was originally built in 1926. We have completed two major renovations and additions to the home that have preserved the original structure and its Cape Cod design, honouring the heritage and character of the community. The idea of putting in place Heritage guidelines is very important to me. Unfortunately, the draft guidelines on page 7 are so vague is to be meaningless what does "echoing" unique history established by existing heritage assets really mean? at the present time there is no rhyme or reason to the style of new buildings in the community. The current 1911 CPR restrictive covenant does limit building to a single-family dwelling on each lot with a minimum setback from the street. There are also existing city bylaws/restrictions on height and side yard setbacks and overall footprint. Given that the horses left the barn in terms of architectural style and house size and West elbow I would suggest the following: expand the proposed heritage guidelines areas to all of the areas east of 14th St. SW within the area boundary shown on page 6 since the areas highlighted and orange seem quite arbitrary and don't fully capture heritage homes built prior to 1945 in my view. Preserve and enforce front yard and side yard, setbacks and height, restrictions and overall % footprint on the lots. Avoid otherwise large front façade, projections vs adjacent homes. Avoid front drive garages, except where there are no laneway or rear access. Require review and approval of large tree removal on all lots to preserve as much of the tree canopy as possible and develop a fair and transparent process to do this. When the city removes diseased mature trees from the streets, they should be replaced with large specimens rather than small saplings, so that the current practice and take care of these as required (watering).
- Are Heritage guidelines required or suggestive for new development and renovation? Opening paragraph states "must meet" while new development paragraph states "encourage". Heritage areas have a disproportionate amount "neighborhood local" category "limited" building scales. This loads unfair density distribution.
- No. The Heritage guidelines, as drafted are not adequate to protect my community of Scarborough. They do not acknowledge or strive to preserve the special historic nature of Scarborough. It was designed 115 years ago by the Olmsted landscape architecture, firm, and has remarkably high degree of integration between the topography, the landscaping including its many large and small park, and the houses with large setbacks. Scarborough is considered to be a distinctive and red jewel of a community, and is internationally

recognized as one of the best Olmstead designed neighbourhoods in Canada. They don't make communities like this anymore, and it features need to be documented in detail and specifically protected in any heritage guidelines. Protecting heritage assets must take precedence over any general development objectives.

- (1) please add Erlton to the listing of Heritage guidelines areas, page 6. (2) in year 2020 and adjacent house to my home was demolished with less than 24 hour advance warning. I called the city to pause the demolition because the subject house was part of a mediation agreement between the Erlton community association and (organization) that manages the Jewish cemetery and the former house. The city administration told me that in three conditions the city can intervene with the demolition. If the utilities are not shut off. If there is a lean on the property. If the property is a heritage asset. The Heritage guidelines does interact with the cities authority to intervene?
- I am very pleased. The city will consider Heritage guidelines to protect our Heritage communities. However, I do have a few comments. In a residential Heritage area all new buildings must be limited to a three-story height. Shading and overwhelming. The assisting heritage homes on either side would be detrimental. The current wording in the guidelines needs to be more insistent. Using permissive terms like "should" or "encourage or discourage", leave too much room for variables. The guidelines need to offer direct instructions as to size and style. Front yard and rear setbacks should be consistent with the average of the existing block. Lot coverage ratio should be similar to the average of the block. Hard landscaping in the front yard should not be allowed. Preservation of existing trees and green spaces must be considered when lots of redeveloped. New homes in a heritage area should follow the existing historical design theme.
- Generally, yes
- Yes, they seem adequate. Application of guidelines with new buildings will be important. Lots require special adherence to the guidelines as there are target properties for developers. Extend Heritage guidelines to all areas in the plan, especially not redeveloped yet.
- The proposed policy does not protect heritage considerations. It leaves too much room for interpretation. Either have a strict guideline or not. Typical "political" approach.
- I would like to add: be mindful not to tower over other established homes on the street, be consistent in heights and lengths of front green spaces, and be consistent around corners. Be mindful of the impact new homes will have on both the lighting (sunlight) available to neighbors and the additional noise and changes to the soundscape from additional air conditioning units.
- I am in favour of protecting buildings (homes) determined to be heritage assets.
- The Heritage guidelines seem appropriate.
- It appears as though only a section of redo is designated as a heritage guideline area – why is the area west of 5A St. on Rideau Road to 30th Ave. not also designated as a Heritage area? There are many Heritage assets in that section of Rideaux Road. I would hope that the guidelines should be stronger to encourage modern development that respects and utilizes heritage characteristics.
- New development in heritage area!!! Heritage area has to stay Heritage area. Does anyone in this country knows what is tourism? More skyscrapers mean more taxes.

- No. They need to be much stronger and encompassing: in areas like Mount Royal should include design elements from the original concepts. Mount Royal was based on the “garden suburb” planning principles, Pioneer by the design firm of Frederick Law Olmsted, with the street laid out in gracious curves, following the areas, natural topography. Areas, including Elbow Park, Rideau Roxboro, Mount Royal and Altadore should maintain the character of the original neighborhoods, including (1) lot size and building footprints (2) provision for tree canopy (3) density, and parking accessibility (4) park, school, and recreation spaces (5) low density along higher volume roadways on the borders of the community. Intrusions of high density buildings into the existing neighbourhoods should not be allowed along Elbow Drive, Council Way and 34th Ave., fourth Street, 16th St., 20th St., 50th Ave., 54th Ave., Premier Way, 14th St. We viewed these intrusions as potential “heads”, “Trojan horses” and wedges for further increases in density.
- Heritage guidelines in the planning document are transparently minimized to progressively destroy single-family home neighborhoods, and city council knows it, and has un democratically push through inappropriate rezoning. 700 people argued against. Nine council members ignored the Democratic process and they will be voted out of office in October 2025. Stop being dictators immediately!!! Your plans will destroy West Elbow’s beautiful, quiet communities.
- They do not go far enough. I would add: establish trees (> 20 years old) cannot be cut down to make room for development (i.e. maintain existing tree canopy). Lots cannot be combined – this, to maintain the spacing between houses.
- Yes, they provide appropriate guidance. But my suggestion would be that those guidelines also provide the contemporary design is also permitted. Most West Elbow communities have a combination of traditional and contemporary.
- I am supportive of policies that promote protection of heritage assets, but I do not support having requirements/regulations or architectural controls for lots surrounding heritage assets. That, in my opinion, is overreach.
- I agree that the guidelines are very good and appropriate for my area, Roxboro.
- Appropriate; thank you. Especially appreciate preservation/ augmentation of the tree canopy.
- No. There appears to be conflict in the Heritage guidelines with allowing up to six stories adjacent to single detached Heritage homes. This affects where I live on 14th St. (East side) between Quebec Avenue and Prospect. Also commercial should not be allowed on East side of 14th St. Mount Royal should be considered a heritage district. The mature landscaping trees, etc. are a huge asset and should not be removed.
- Rich area = Heritage to hide the fact they fought for and one for no density. Density in Mount Royal makes way more sense because of access to transit in downtown. Hiding the restrictive covenant in Mount Royal as “Heritage” is disgusting.
- No real opinion.
- I’m not sure, but I’m happy that this is a priority.
- There should be no four-story or higher buildings allowed in the heritage are one neighborhoods, including along connectors. Designated schools are well overcapacity already. Our son in grade 8 at Rideau has one teacher and 38 students in his class!!
- The idea of designated houses/areas is great. Building new houses, etc. in a Heritage style is also good. I would like to see owners having the ability to have their residence

listed as a heritage house and the exterior remains the same for the future. If it's impossible to save the building, it would be great to incorporate the façade into the new structure. Calgary has a bad record of destroying old architecture.

- Your “lifecycle of community” does not represent what is happening (without councils interference) in Elbow Park. Our neighbourhood is thriving. Schools are full. Businesses are not struggling.
- The Heritage guidelines look like a good start, but need to go far further to protect the Heritage neighbourhoods and minimize the potential damage from developers that the blanket rezoning changes have created. They need to be limits to building height, density of building (maximum ft² site) Unlimits to all buildings ((except garage)). Basically, they should go back to the previous building guidelines that existed in the zoning before recent changes.
- You are wasting precious time and money. We have all given you our opinion. No reason, zoning or development in establish neighborhood! Listen to what has been said. Our municipal government is an embarrassment! No rezoning as far as heritage. Do you really care?
- What is the rationale for defining Heritage homes (i.e. built prior to 1945)? My house was built five years later and many residents have restricted covenants on the land titles in elbow Park. More homeowners are adding them. Not showing green spaces is misleading! In Park there appears to be lots of green space. In reality this is hillside or land not conducive to housing. I've been told E.P. does not meet the recommended proportion of space to housing. If that is correct is more green space to be added?
- I agree with the Heritage guidelines, unfortunately, it won't apply to Erlton area.
- The Heritage guidelines seems like a good idea, glad it is being considered important. I hope it works.
- There isn't enough information here to meaningfully answer this question. Heritage building should be protected. It's sad when they left to decay instead of being maintained – then eventually torn down, when they could've easily served as a home for decades to come, had they not been neglected.
- Agree in principle.
- I think the guidelines need to do more to address specific needs of each community. They need to be open in some areas and very restrictive and others (specifically in the “limited” building scale grouping). There is not enough detail or ability to enforce Heritage characteristics in this category.
- Mount Royal should not be a patchwork of Heritage assets, but should be classified as a heritage District. It is not just the buildings that contribute to the history of the area; streets, parks, landscape Boulevard (often maintained by community members), mature landscaping, a tree canopy, all contributes to the historic nature of the area. The criteria provided the material is not entirely clear; specifically, what does the city mean by “considers planning policy direction”? What policies are you referring to?
- Sounds great in principle, but how to enforce and implement so leave us alone.
- The guidelines are unclear. We live in Mount Royal. Our community has evolved admirably without your intervention. Your efforts at improvement are complete failure and should be reassessed immediately.
- I don't know enough about the impact of these kinds of guidelines to make an informed opinion. I understand the guidelines, but don't know how they differ from previous

guidelines. Nor do I know how they will potentially negatively affect property owners, or if they will protect the integrity of the historic areas of the city.

- We live in a heritage area, according to your map. How does bulldozing heritage homes like ours in preserve this heritage area? Stop zoning without real consultation.
- Resident only parking is very important. And show traffic from higher density development along 17th Ave. is not directed through neighborhood. Ensure footprint is not extended into existing backyards – daylight, sunlight and privacy are impacted. Major negative impact to adjacent residence. Illustration on page 7 should be redone with some heritage character. Laneway housing not OK.
- I do agree with the proposed heritage guidelines, however, I would also like to see the addition of preserving maturity trees, and foliage as part of this plan, where possible. Preserving mature foliage, undoubtedly, adds to the heritage of these neighbourhoods and must not be looked over.
- It looks appropriate.
- Do not destroy any Heritage buildings, more markers to identify buildings, limit the height of any new construction.
- I am OK with the guidelines. Making note of continuing to keep all of our beautiful trees should've been addressed.
- Heritage homes not just in the Mount Royal and Sunalta area \$\$\$\$. Broaden the area of the maps to beyond Crowchild Trail SW. On some street are at least three heritage homes. On some of those streets are avenues. Agreed with maintaining the style of Heritage homes as much as possible, but not limited to those designated area. And it limits those areas within the present areas Cited to what they can build. There's already a mix of new old stars there now. Plan not well thought out. Mount Royal and Scarboro. "What's good for the goose is good for the gander".

2: Do you think any changes to the draft Urban Form and Building Scale Maps should be considered? Please explain what change(s) you think should be considered and why?

- I am concerned about the building scale planned for Mission, specifically for the Holy Cross site and the area between 25th and 26th Avenues, as I fear that it will transform a distinct, historic neighborhood to some part of the downtown. The plan allows for the highest building scale in a residential area, ignoring the local neighborhood context and tearing through the community. It is at odds with both the current and the future low scale and limited building mass of the neighborhood, as most of the other buildings are not to exceed 6 storeys.
- The plans for 25th and 26th Avenues are also out of scale, and they would impede views, create privacy and shadow issues and undermine the value and quality of life at the existing buildings. They would also incentivize the demolition of any remaining heritage assets and further overwhelm the community along what are two already busy avenues. In keeping with the current scale and context, buildings in this area should not exceed 12 storeys.
- I disagree with allowing developments of up to 4 stories on 4th Street south of the Mission Bridge in Rideau-Roxboro. This seems to be an encroachment on an historic single family community. People have made significant investments in homes along 4th Street; there is no need to allow commercial and multi-family developments that will detract from the character of this neighborhood. There are very few lots, so very few opportunities for additional housing and commercial, and lots of opportunities for these developments in the neighboring Mission and Parkhill/Rideau Towers area.
- Yes. There are two small areas of significant concern:
 - 1. north side 38 Ave. 13 to 13A Street. I would suggest this be kept limited. There is nowhere for additional density to park on 38th, and behind it is parkland. This will spill parking from this area into the community, all of which is limited building scales, and NOT fair to these properties.
 - 2. 34 Ave., between 13A and 12th st. All of the surrounding streets are limited development, and this block of properties are on an identical street to the others in the community. It is NOT a collector street. This is the kind of thin edge of the wedge that allows unwanted development to occur. Please, keep this limited building design.
- Yes, I do believe changes should be made to the Urban Form and Building Scale Maps. I don't agree that commercial development should be provided on the very short stretch of 4th Street south of the Mission Bridge. Other residential neighborhoods like Mt. Royal and Elbow park, which are much larger than Rideau-Roxboro are not proposed to accept commercial development, and there are plenty of opportunities a short walk from Rideau Roxboro, in Mission and Park Hill for commercial and multi family development.
- In addition, it appears that 3rd St SW in Roxboro is designated as "Neighborhood Connector." I am puzzled as to why this would be the case, unless there is some contemplation of future commercial development, which would be quite inappropriate in this heritage residential neighborhood.
- Hello, The development you are planning in Erlton off Erlton Rd SW will greatly impact our apartment. We currently reside in River Grand Estates, facing east toward Macleod Trail. If high-rise buildings are constructed, it will directly affect the sunlight we receive. Additionally,

I'm concerned about the extra traffic this will bring. The intersection of 25th Avenue and Erlton Street is already very congested. Please refrain from building high-rise buildings in our neighborhood. Medium-density development would be much more realistic. Thank you.

- We responded with our concerns re. plans in the first booklet you sent. On September 9 we attended a meeting at the Military Museum. That meeting reassured us that the allowance for a 12-storey building on the lot bounding 14th Ave and 33 and 34 Streets SW was being revised. We left the meeting comforted. We have received the updated planning guide and are dismayed to see that it allows for buildings up to 6 storeys on that lot - actually from Council Way to 38th! This is NOT an improvement! The same issues of increased traffic, loss of sunlight and loss of the unique characteristics and esthetics of the Elbow Park neighbourhood remain. We are retirees with an adult disabled daughter who chose this area because of its quiet, peaceful sense of community. PLEASE keep taller, more dense developments to the west side of 14th in keeping with current developments. We are bereft and heartbroken to imagine allowance of such huge, imposing structures in Elbow Pk.
- Where there is Low-Modified building scale between 4 and 5 ST SW from 17 AV to 23 AV SW, this could be adjusted to a Low building scale (up to 6 storeys). This would be an appropriate scale for these blocks. I think a previous comment I made regarding this was intended for the blocks directly west, which are in the heritage area.
- Yes - contiguous 6 stories down 14st and premier way. With the ridge behind there is no reason larger/taller buildings to support density can't be implemented.
- 4th Street in Rideau/Roxboro should not be Low-Modified but should be changed to Limited. 3rd Street cul de sac and 4th Street in Roxboro should be changed to Neighbourhood Local to remain consistent with the rest of the neighbourhood.
- For the most part it seems good. Realistically, I am not an urban planner. My general opinion is that a strong emphasis needs to be placed on increasing density even at the expense of maintaining traditional community features. This could involve greater allowances for mid and high building scale areas.
- Please focus on the infrastructure of the city as ignoring this does not allow any progress on changes to local areas; focus on empty buildings and sites not existing neighbourhoods.
- Commercial designations conflict with Heritage designations on 4th street in Rideau / Roxboro. How can we have both? There is inconsistency in the designation of Neighbourhood Connector. e.g. 4th street between Elbow Drive and 30th Ave and just south of 30 ave is Neighbourhood Connector but similar streets in Elbow Park and Mount Royal are not. e.g. 30th Ave and Sifton Blvd. We should be more consistent about this. Better yet, let's not break up existing residential areas with commercial at all. We have lots of it along 4th street north of Elbow drive and more could be added there before we add more in Rideau / Roxboro. The height restriction in Mission should be set at 12 stories. That is consistent with existing development. 26 stories will create community-sterilizing incongruity where most buildings are 5 stories or less. Let's avoid casting shadows over 4th street where people visit restaurants specifically for patio dining. There are not a lot places in Calgary that have that.
- A big thank you for the change from the Phase 2 Map pages 12-13 to these Phase 3 Maps pages 11-12 that removed the proposed 4-6 storey growth along the bus lines on 10th St. SW and Carleton St. SW that would have destroyed the heart of Mount Royal.
- Please consider changing the east side of 14th St. SW from River Park to Mount Royal Jr. High School and the protrusion east across 14th St. SW on Council Way SW and 34th Ave. SW into Mount Royal from Neighbourhood Flex/Connector to the Neighbourhood Local

urban category and from Low/Low-Modified to Limited building scales like the rest of the neighbourhood. This change would allow for a gradual change of urban form and building scale on the west side of 14th St. SW and allow for the east side to retain its overall historic character.

- Please also consider changing for the same reasons, Elbow Dr. SW from Sifton Blvd. SW to just past 30th St. SW where the shading ends on the map from Connector to Local and from Low-Modified to Limited.
- The 'Identified Heritage Guideline Areas' map conflicts with the Draft Urban Form Map and Draft Building Scale Map in terms of allowable use. The west side of Elbow Drive up until Sifton Blvd is identified on a Heritage Guideline Area, however low-modified is identified as a suggested building scale for that same strip. The two are in direct conflict. There is no parking whatsoever on Elbow Drive and no idea where parking for a four-story building would go.
- Yes, changes to the draft Urban Form and Building Scale Maps should be considered.
- There is inconsistency in commercial rezoning, Rideau Roxboro is the only one with planned commercial development, while other neighborhoods like Mount Royal and Elbow Park have had these designations removed. Why? This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities.
- Additionally, concerns remain about the redesignation of 3rd Street SW in Roxboro as a "Neighbourhood Connector" in the Draft Urban Form, despite its removal from the "Low-Modified" category in the Draft Building Scale. This inconsistency raises concerns about future commercial development. The redesignation should be removed to avoid unintended commercial expansion."
- This draft serves to protect wealthy neighborhoods from redevelopment. Why create a plan that maintains such low density in central areas of the city? It is silly in a time of such a housing crisis to plan for these large lots and low density areas to be preserved at all costs. Why? All neighborhoods should be open to higher density potential, especially when they are this central to Calgary. Otherwise we are allowing a very small number of wealthy residents to remain in their enclaves without change, while surrounding neighborhoods increase in density. Seems ridiculous to bend to the will of a handful of wealthy folks. And the proposed heritage guidelines further support this bias. Ask yourselves, who gets to appreciate the large lot sizes, architecture and neighborhoods of the wealthy. Is it all the citizens of Calgary? No. Just the handful that live there. So why go out of our way to maintain their selfish interests?
- The draft shows buildings up to 26 stories will be permitted along 33 Avenue in Marda Loop. With the current road construction along 33 and 34 Avenues narrowing the roadways to accommodate wider sidewalks for pedestrian traffic and pathways for bikes, how are these roads going to accommodate the increase in traffic from these high density high rises? The low rise buildings (6 stories) that have been or are currently under construction are imposing enough given they have been built so close to the road. Buildings taller than these will dominate the heart of Marda Loop and will really spoil the character of the neighbourhood. Furthermore, building high density housing in an expensive part of the city will not solve your housing crisis. These high rises should be built in more affordable neighbourhoods with access to the C-Train and to main roads that can handle the increased traffic. Marda Loop has borne the brunt of densification for quite some time, please give us a break!
- yes i feel that garrison woods area south of 34 th between 20 th and 21st should be limited to 4 story buildings. townhomes or 4- 6 plexes are fine. this is a residential area and apt

sized buildings should be kept to marda loop not garrison. this was the original concept when garrison was developed. i still have the original development map for this area.

- I think increasing the height of buildings in some of the inner communities will only further encourage the loss of historic character homes that are already becoming harder to come by. This contradicts the core value of "historic Places and Spaces". The city should be doing more to preserve these communities. By increasing the height of buildings, it is providing more incentive to builders to buy & tear down homes in these areas to receive a higher profit. The most beautiful areas in the city are inner city communities that have streets lined with homes. With increased developments, we risk losing what little historic homes we already have.
- The proposed 27-storey building in Erlton should be reconsidered due to its lasting negative impact on our community. For years, residents have voiced their opposition, and it's time the City listens. One major concern is loss of natural light—such a tall structure will cast large shadows, reducing sunlight in nearby homes. My home is already 60-70% dark during the day, and this development will make it worse. Additionally, privacy will be compromised, with residents of the high-rise able to see directly into my home and onto my deck. Traffic and overcrowding are other issues. Our area isn't equipped to handle a significant increase in residents, which will worsen congestion and put strain on local amenities like parks and healthcare services. Erlton's green spaces are already limited, with Lindsay Park being reduced by other developments. We need more parks, not high-rises, to maintain the peaceful, community-oriented atmosphere that makes Erlton special. I urge the City to reconsider
- I don't think the plan should include the high buildings proposed for the north side of 34 Ave SW between 22 St SW and 20 St SW. The proposed 16 storey development is too high to permit smooth transition into the lower building scale of garrison woods. There is currently a deficit of park space serving residential in this particular area and densification to this level does not have sufficient park space to support it.
- I am a resident of Council Way SW and will be affected by the draft plan changes. I do not believe it is appropriate to allow 4 storey buildings on this street. The entirety of Mount Royal in Draft 1 along Carleton was changed back to low buildings. The traffic on this street is the exact same. There is ample area along 14 St for development of higher buildings. This does not need to be changed in a quiet area of the neighbourhood. We plan to raise our young family in this community and would like to see the character of our street and community to remain the same. I understand need for density and support that. But I believe as other parts of our neighbourhood were changed for Draft 1, that Council Way should remain as neighbourhood local not connector.
- I think changes have merit. I don't understand the impetus for allowing commercial development along 3rd and 4th Streets SW in Rideau-Roxboro. From discussions with our community association, neighbours and RR's representation on the LAP Committee, the suggestion has not come from our community. Those streets are adjacent to Mission, one of the most successful commercial retail areas in the City. Our community life involves frequenting those businesses that have long been established and have become like family. That is where we want to obtain those services. Not along the two streets with 100+ year old heritage homes and beautiful old trees that provide an amazing tree canopy. The Mission area has plenty of under-utilized commercial spaces, there's no need to add more. This guide suggests the changes will bring "people in the streets, children in the playground and a walkable community with great architecture. We already have all of those things.

- City has designated 3rd Street SW in Roxboro, including the cul du sac south of 30th Avenue as Neighbourhood Connector. I disagree. 3rd Street is no different than 1st or 2nd street and should be designated Neighbourhood Local. It is a community of family homes and children attending Rideau Park School. There is no through access to Mission Road from the 3rd street cul du sac so does it make sense to designate that area for commercial and higher frequency use? The designation would drastically alter the character of this family neighbourhood, create traffic safety concerns, parking and other issues associated with such mixed use. The City should respect the importance of community, kids playing on streets, older folks aging in place, people using the park. These are not just blocks of land that should be retrofitted to meet some social engineering or planning experiment. Please, listen to the voices of your constituents and show some respect by altering this designation.
- I am in favour of multi-use zoning and densification. It makes sense for older, single unit housing along 33rd Ave to be converted to low condo/apartment projects. I agree with the general redevelopment pattern on the neighbourhood that has created more semi-detached/townhouse options. However, the proposed building height maximums along the main street need to be reasonable, appropriate and in keeping with the overall design and character of the existing neighbourhood. For example, within the main Marda Loop corridor (33/34 Ave between 14-22nd St), all new condo/apartment/commercial builds should not exceed the heights of the existing 5-6 story units. I do not agree with high-rise tower builds in Marda Loop. It would be completely out of place. Marda Loop is not downtown. Proposing the same high height policies as along 17th Ave (which already has established towers) is not acceptable. The City needs to reconsider its building scale map for the Marda Loop area.
- Of particular concern are the local area plan maps that encompass the heritage sandstone buildings, and Holy Cross Centre facilities along 2nd street SW and the Elbow river. In addition are the plans for the areas along 18th and 19th avenues between 2nd street SW and Centre street. Along with concerns regarding preservation of heritage buildings, the architectural controls pertaining to the community appearance, will be significantly altered with the introduction of high scale buildings. The height of the buildings will hamper daylight penetration for the surrounding park and trail area along the elbow river. Further, the resulting population growth, will have a negative impact on the urban wildlife living in the park system. A further consideration is the roads and parking infrastructures in the area which are not sufficient to sustain a mass scale resident influx as per the draft building scales.
- Why does the neighborhood commercial areas along 17 Ave not all have the additional policy of Active Frontage? I feel like we already have commercial areas there and why would they not continue to be required to face the street/sidewalk? In that same vein, the small sections of Neighborhood Commercial along 10 Ave and 14 Ave would benefit from the Active Frontage policy as well. Perhaps I am misunderstanding the purpose of the policy, but I feel like all these areas should include, and would benefit from active frontage.
- Yes. I have major concerns with low the low modified housing proposed along elbow drive. This change will impact traffic flow, light, parking, strain on infrastructure, and school capacity. The neighbourhood has also been classified as a heritage area and knocking down century homes to build condos will destroy that character.
- This is preposterous and will destroy our neighborhoods. The scale of proposed development in established communities is unacceptable

- Consider how to manage traffic and speed on roads that have higher activity , and more density. Set speeds lower (or traffic calming measures) along neighborhood connectors. These traditionally have more houses within these corridors but the street traffic doesn't reflect the idea to slow down through these corridors. More expected dwelling density in these areas will have more pedestrian usage and the road usage needs to reflect this change for the sake of safety and those who live with in these neighborhood connector corridors. If not the fear is that there could be more risk of pedestrian accidents.
- I want to share my worries about the proposed 27-storey building near Macleod Trail in Erlton. This project really feels like it could change the peaceful vibe of our neighborhood that we all love. One of my biggest concerns is privacy. A tall building like that would mean people could easily look into our homes and yards, which feels really intrusive and makes it hard to feel comfortable at home. Then there's the issue of natural light. Many of us already deal with limited daylight, and this would just make it worse, impacting our mood and overall happiness. Overcrowding is a big deal. Our streets are already busy, and bringing in so many new residents would lead to even more congestion. It could put a strain on local parks and schools.
- We really need more green spaces in Erlton! We should be focusing on creating areas where we can enjoy nature. I hope the City considers these concerns seriously and works with us to find a solution that keeps Erlton the special place we know and love."
- Yes, changes must be made to the draft Urban Form and Building Scale maps should be considered for the following reasons: 1) There is inconsistency in commercial rezoning. Why is Rideau Roxboro, the smallest community, the only one with planned commercial rezoning? Elbow Park and Mount Royal have had these designations removed. Why? This is unfair to Rideau Roxboro. 2) The redesignation of 3rd Street SW in Roxboro as a Neighbourhood Connector. This designation should be removed to avoid unintended commercial expansion. Thank you for considering my opinion.
- After spending \$30M on a main street project to create a welcoming pedestrian environment, and then allowing two 20 story towers on 33rd Ave to ruin that character, seems absolutely ludicrous. Just because a developer for the Co-op has provided a plan asking for two 20 stories towers is not a reason to put it into this new land designation and simply allow it to happen. You seem to have already approved a huge land use change without going thru any process for it??? So not sure there is any point to this new LAP as the City just always approves whatever a developer asks for anyways, regardless of what residents say.
- A long held rule in various places in Europe was that buildings could not be higher than the church steeple. That approach has resulted in the most desirable and livable neighborhoods.
- IN NO WAY SHOULD 33rd AVE HAVE ANY BUILDINGS HIGHER THAN 6 STOREYS!"
- Living in Altadore, I will only speak to my neighbourhood. I live on 43rd Avenue SW. and built a home that shares an alley with the proposed 6 story developments on 42nd Avenue SW. We recently paid to have our shared alley paved and many of the children on the block use that area to play, ride bike, etc. It is a major safety issue to increase the density this substantially. It is already exceedingly busy with little parking on the street and there is no plan for where all of the additional cars are going to go. This also poses a major noise concern adding substantial construction followed by an influx of residents and vehicles. There is barely room for the current waste, recycling and green bin services. There would be no room with the proposed plan.

- Simply put, this type of a build should not be place across from a single family home.
 - Should not include the south or north side of 38th Ave SW east of Elbow Dr. Only the lots on Elbow Dr. should be considered for higher density. Any area on 38th Ave is surrounded by lower density lots which would be significantly impacted by higher density lots in this area.
 - Should not include the south side of Sifton Blvd. east or Elbow Dr. Again, the higher density area should be restricted to those lots that face Elbow Drive and not include those that face Sifton Blvd (as per the north side of Sifton Blvd east of Elbow Dr. Access in this area is also very restricted making it unsuitable for higher density buildings.
 - The block faces on Council Way and on 34th Ave SW east of 14th St should not be considered for higher density. The fact that a local bus route may go through this area should not make it automatically designated for higher density. It is surrounded by lower density lots that would be significantly impacted by higher density structures in the middle of this.
- I am ok with what I can observe. What I'd like to point out is that if you leave the development of neighbourhood flex and neighbourhood commercial spaces to developers we will not get what we need to reduce driving and encourage neighbourhood to walk to places. There are a few places popping up on 14th Street but there is still not a critical mass so that folks will take a stroll and shop and eat. In Vancouver they made road facing residential buildings have mandatory street level commercial spaces. If there is a large supply they will have to compete on rental price and more mom & pop places may be encouraged to provide what neighbours actually would like.
- I don't want the proposed changes. I want more trees and pathways. I do not want density and pollution and plastics. I do not want the city to manage the proposed changes as they are not competent.
- No! Stop destroying our communities. This is the single biggest investment people make in their lifetimes and this corrupt council and mayor do not listen to their constituents who do not want this socialist ideology pushed on their community. Stop with anything masked with a term "refine" and "housing for all". Leave historic communities alone
- The rate of neighbourhood commercial and Mid to High buildings needs to seriously decrease. With all of the traffic and construction going on, there is no room for more residents in these areas. There is no space for added traffic and added cars. There is already so much congestion in all of the highlighted red areas that the planning you recommend is not feasible for the citizens of this city.
- The west side of Third St SW, south of 30 Ave in Roxboro should be designated as Neighbourhood Local the same as the east side on the same street rather than Neighbourhood Connector. Both sides of Third Street should be the same-Neighbourhood Local.
- 16 street from 38 to 50 ave should not be greater than 3 stories
- 1. disagree with 16th Street and 22 Street SW being a "neighbourhood connector". There is already far too much commercial through-traffic cutting through between 33rd and 26th. These vehicles should be going on 14th Street and not cutting through residential neighbourhood. 2. no need to make 22nd and 16th Streets commercial. We already tons of commercial in this neighbourhood on 33rd and 34th Avenues and on 20th and 14th Streets: restaurants, coffee shops, gyms, yoga studios, nail salons, hair salons, flower shops,

cellphone stores, banks, ice cream shops, massage parlours, clothing stores, childrens' stores, childrens' schools and daycares, eyeglass stores, dental and vision services, liquor stores, grocery stores, cSPACE ... etc. I strongly disagree with also including commercial development along these secondary streets."

- I notice that you are allowing "low" rise buildings - up to 6 stories! – directly behind Heritage Homes. That will cut a lot of sunlight to our back yards - and the feel of our heritage homes will be lost. At that point I might as well give-in and redevelop my property with 3-4 story condos.
- If you want Heritage Home owners to continue to invest in their properties and homes (I have invested over \$900,000) the City should NOT allow anything over 3 stories directly behind or adjacent to Heritage Properties. Heritage properties are typically 2 to 3 stories (max). A six story building or even a 4 story condo would devalue my building and property to land value only. By this policy you are discouraging the maintaining of heritage properties and actually encouraging the demolition and redevelopment of these rare character homes. I understand and encourage the main street ideas and the densification of the inner city - BUT not if it devalues Heritage Homes.
- I think the amount of proposed low-modified building on 21st st needs to be reduced. This needs to remain a calm part of the neighborhood. Adding traffic and pedestrians will make the housing less desirable in an already accessible area.
- The Erlton Community Association (ECA) is opposed to the maximum potential height shown in Map 2: Draft Building Scale. The ECA believes a better building scale would be to allow up to 6 storeys (similar to what is currently developed on the north side of 25th Ave) on the south side of 25th instead of the proposed up to 12 storeys, with the balance up to 3 storeys as currently exists. At our October 8, 2024 general meeting, the ECA passed a resolution urging the Draft Building Scale map be revised to show "Low" on the south side of 25th Avenue SW and along Macleod Trail, and "Limited" in the balance of Erlton south of 25th Avenue SW. Policy documents increasing density and building heights do not encourage residential development; in fact, they do the opposite – the uncertainty and potential for a larger payout causes property owners/developers to wait and see. Please refer to our letter dated October 14, 2024 for more details (due to the 1000 character limit here).
- The proposed plans along 25 & 26 Ave and at the Holy Cross site will be out of scale with the rest of the neighborhood. The kind of population growth that they imply will overwhelm not only 25th Ave but also both 2nd and 5th Streets, altering the residential feel of these streets and transforming the whole area into a traffic corridor to and from the rest of the city. The building scale planned for the Holy Cross site will overwhelm the rest of the neighborhood and will alter the building massing of the area to the benefit of developers. To respect the neighborhood context, the proposed scale should be much lower, close to the existing height of the Holy Cross buildings. As for the plans for 25th and 26th Ave, as the owner of a condo on 25th Ave, I am concerned that the suggested scale would decrease the property value and, importantly, the quality of life at the existing apartments, dramatically limiting access to the sun for any property that does not directly face the South.
- Yes changes should be considered for the area of the map along 42 Avenue between 19th and 18th Street SW. The area is designated for low building scales (up to six storeys) on the south side of 42 Avenue. This is very concerning for already dense street traffic and parking on a busy street, congestion in the alleyway between 42 and 43 Avenues where many young families live and play (and just paid out of pocket to have paved). Not to mention

health concerns related to ongoing building and debris. This area should be marked as Limited up to three storeys (single detached, semi-detached, rowhomes). Such building scale in the area would match the overall plan where larger scale dwellings effectively are along the perimeter of Altadore (20th Street, 50 Ave, 16th Street, etc.) which are better equipped areas for denser traffic/parking and mixed commercial buildings.

- We don't understand why the area south of 17 Ave SW between 6 St & 13 St SW has been designated as a neighborhood connector rather than local as they are not higher activity streets. The maps also contradict one another by putting high and mid scale buildings in the heritage guideline area south of 17 Ave SW west of 6 St SW. You seem intent on ruining the character of Lower Mount Royal by allowing mid and high rise development when it already has a good mix of newer and older affordable housing. One wonders if you would do the same to Upper Mount Royal, probably not. You know that any new developments will be luxury apartments forcing people out of our community that can't afford to live here. I think that Lower Mount Royal should be left alone and maintain the mix of housing it currently enjoys with a maximum of height of 6 stories or low rise developments. It almost seems as if someone in the know has a vested interest in getting this area redeveloped.
- The LAP does not adequately address how increased commercial and residential density will be supported by appropriate parking solutions. This is particularly problematic for residents on 13A Street, who could see their street become a de facto parking lot for visitors to commercial establishments.
- A potential solution would be to restrict the neighborhood connector category to the west side of this block, so that the neighborhood connector is only on the east side 14th Street, with buildings limited to low-modified multi-use forms. The west side on 13A Street, should be designated as a neighborhood local category, and low-modified residential buildings. However, even with this refinement, it would be critical to ensure that any commercial establishments provide sufficient parking to prevent spillover into residential streets. Without such measures, residents on 13A Street will be unfairly burdened with increased traffic and parking congestion."
- The draft building scale for 26th Ave SW both west and east of 4th St is insane. This is a high end (high rent neighbourhood) and allowing buildings up to 26 stories would not only be changing it into lower end residential area, eliminate any views from patios that current owners have but also attract more vagrents and crime than we already have. Parking is already a huge problem in this area and two current projects that have been approved have a ratio of approximately .5 parking spaces per unit. Previous input from residents has been ignored. If you say you want feedback, you really need to listen to it.
- It is insane to allow up to 26 story buildings all across this area. It will destroy the character of the neighborhood And what about parking? There is so little on the street parking and yet you have already allowed a new building on 26 ave with parking for less than 50% of the units, even assuming only one place per unit.
- Downtown is already becoming a series of dark windswept canyons as no one addresses the impact of Calgary winds and winter sun.
- Why dump all these multi story buildings in this area that was a delightful mix of condo towers, low rise blocks and houses, along with shops? You are planning to transform our area. We didn't buy here for that!
- Allowing 26+ story high rises on the Holy Cross Hospital site in Mission is ridiculous. All access roads around this area are already congested with no end in site.

- 20th Street and 16th Street should be not Low-Modified but Limited. The reason is there are many new built houses on the streets and have very good atmospheres. We should maintain this environment even in the future.
- I think that 20th street and 16th street plan does not make sense. These are residential streets and should stay under a limited building scale
- Allow for a neighbourhood connector on 38 Ave SW, between 144 St SW and Elbow Dr SW to provide a linkage for the communities of Elbow Park and South Calgary which would supplement residents and provide benefits to students of the nearby school of William Reid school, especially with providing better sidewalk and cycling infrastructure. To supplement this change, the building heights should be changed to low-modified to allow for mixed-use buildings and support the local economy with demand stemming from local residents as well as the students when arriving or leaving school. Especially with the lack of alternative transportation (i.e. public transit), pedestrian and cycling infrastructure could be improved to introduce these alternative methods and improve the overall safety of pedestrians and cyclists.
- I have no problems with the building developments proposed. I just wish to community the importance of green spaces like parks and open spaces. The city cannot sell and develop these. We need to preserve these spaces. They are what make Calgary special.
- I believe the proposed draft for high/highest buildings up to 26+ storeys on 33rd Ave between 20-22 St SW are too high to maintain the "quaintness" of Marda Loop. I just moved into the area, and I am worried that my home will LOSE value due to the proximity to these high-rises, and the amount of automobile traffic/noise/safety issues/crime this will create. I worry about children riding bikes to school or walking in the neighbourhood with the sheer volume of cars these high-rises would bring. The "look" of the buildings - specifically their height will destroy the charm and character of Marda Loop. They would be "monstrous" relative to the quaint stores on 22nd St. and 34 Ave and just slightly south and the houses between 30-40Ave. I agree with the general modernization of 33rd and 34th street including mixed-use buildings with commercial and residential, however these buildings should be limited in height to 12 storeys NOT 26+.
- I think they look good and don't have any specific comments. I support density and if you were to make any changes, I think they should be in that direction to allow our inner city to support more people living here.
- 17th AVE SW (Scarboro Avenue to Crowchild, North S) - City should not build 4 or 6 story buildings that are neighbourhood flex in this area. (1) the area is on a hill and a 4 storey building will be more like a 6 storey (and 6 storey like an 8 storey) with shadowing effect that will ruin parts of Scarboro near 17th. This is an Olmsted neighbourhood that must be protected. 2 - neighbourhood flex will result in a mixing of various types of buildings that would not help in building a community. 3- Due to lack of parking on 17th, users of these buildings will park in Scarboro. City should only allow 2-3 storey buildings with neighbourhood corridors with limited commercial on 17th that would revitalize that part of 17th Avenue and will be a great planning. B- Sunalta - The city should try to revitalize Sunalta by encouraging developments, including highrises that bring in families. Neighbourhood flex will not achieve that but Corridors with groceries coffee shop and restaurants will do
- I'm satisfied with the plan
- The elimination of low modified housing along the Route 13 bus in Mount Royal and upper Elbow Park was a very positive move. Well done.

- Only two identified concerns in the draft building scale map:
 - 34 Avenue, between 12 and 14 street. This is very much a low density street when compared to bordering street in the neighborhood, and should be maintained as a "Limited" building scale. That is what is there now, and why would it be the unique piece to change in the area.
 - 38Ave. 13 to 13A st. Again, all single family dwellings. NO option for on street parking! Do you want the complaints of parking metastasizing through the neighborhood?
- If you add a small "finger" like these into a neighborhood, it is just inviting "creep" of progressively altered development to occur. Why do that? Do you want the neighbors up in arms, complaining to city planning more? Both, such a small piece, that carries with it such a negative message. I would strongly suggest you retain both as limited.
- The proposed high tower is Marda loop is out of place and the community cannot absorb the traffic and additional parking these structures would need. Further there are many historic homes and elbow drive that need protecting. The low modified classification doesn't suit the street and would bring visibility issues with the increase in street parking they would bring.
- Yes, 16th street and 50th AVE be defined as limited. These are residential single family homes and would change the character of the neighbourhood if altered to low-modified.
- I'm opposed to the 27-storey building in Erlton. This project has been brought up repeatedly, and it's clear that many current homeowners and residents feel the same way. For years, we've voiced our opposition to this development. Haven't the City and developers learned from the overwhelming feedback against it? This is not about community growth; it's about money.
- A building of this scale will block natural light, casting shadows over nearby homes, and it will add to the already strained traffic situation. Overcrowding will worsen, leading to congestion and overwhelming our parks, schools, and healthcare services. We're already lacking sufficient green spaces—why not focus on creating more parks?
- This project goes against the style of our community. We've been vocal for years, and it's time the City listens to us. Protect the neighborhood's character, and prioritize the people who call this place home.
- We strongly oppose the scale categories proposed for Mission and Erlton. We feel that with the exception of Neighbourhood commercial and vehicle oriented commercial there should be no buildings taller than 12 stories in these legacy neighborhoods. Thank you
- 42 Ave SW from 20th to 16th Street is designated neighborhood local with a small area of neighborhood connector near 20th. This makes sense. However building scale is 4-6 stories all along the south side. This is an area with some small 2 story apartment buildings as well as single family homes and better suited to limited (single detached, semi-detached or row homes). There is nothing of that height proposed anywhere else in the community and it does not fit with the character of the area.
- In the FAQ of the booklet, it is said that parking is out of scope of the local area plan. What kind of plan is it if parking is not considered? You have plans to build housing up to 6 storeys high on 50 ave SW as per the Map2: draft building scale. If I am conservative, one 6 storey building could have 30 units minimum. Assuming people live alone (not likely), that would be 30 cars to park somewhere that is not 50 Ave since it is already saturated. How can you plan and allow such building if they do not come with parking? 50 Ave is a living street, not a business street and 4-6 storeys buildings do NOT have a place on that street.

- As a long-time resident of this area, I'm really concerned about the proposed 27-plus storey building in Erlton. It feels like this project is more about Anthem Homes and the City filling their pockets than considering what's best for the community. Our neighborhood has always been a quiet, open, and welcoming space, and such a large development doesn't fit here. The absence of high-rise buildings is part of what makes this place so special.
- Our streets are already busy, and bringing in more residents will only worsen traffic, limit parking, and overcrowd local facilities like parks, schools, and healthcare services.
- I'm also deeply concerned about privacy. A building that tall would allow people to look directly into my home and onto my deck, which feels like an invasion of personal space.
- I hope the city seriously considers these concerns. We moved here for peace, open space, and community—none of that should be compromised.
- Building types on Richmond Road, 20th St, 16th St and Elbow drive should remain as Limited. Allowing new developments of apartments and mixed use buildings drastically changes the feel of the community beyond what is needed to allow for development and change. Allowing build of single detached, semi-detached or row townhouses or conversions of older or heritage buildings to neighborhood local on these streets makes more sense or converting older home to office or business (like on 34 Ave or along 14th St), but there is no need to encourage new development of apartments and large mixed use buildings.
- 20 storey buildings on 33rd Ave is ABSOLUTELY RIDICULOUS! This is supposed to be a comfortable smaller scale local business area. Max 6 stories should be allowed. Looking at other "livable" cities, the desirable areas are often max 4 stories and definitely no more than 6 stories high.
- Allowing 20 storey buildings on 33rd Ave will destroy the neighborhood. We don't need another downtown in Marda Loop. No building higher than 6 stories should be allowed on 33rd Ave. Max 4 stories is optimal to maintain human scale and create an inviting environment where people want to spend time. Tall buildings, especially in Calgary, create wind tunnels and become hostile environments which keeps people away. This will kill rather than create more business in Marda Loop.
- The height limit on 34th ave between 20th and Crowchild is MUCH too high. The limit on 34th and 33rd should be set at 6 stories to create a consistent expectation and build form in the area. 26 storeys is simply unreasonable.
- Consider modest additional density/height in neighbourhoods that appear to be lacking compared to others. Along Premier Way/30 Ave, Sifton Boulevard, and near Erlton Station could be considered neighbourhood connectors; they are on busier roads, close to many parks, schools, and transit (incl. LRT at Erlton).
- There is insufficient allocation for Limited single detached homes. In North America, we desire living in single detached homes. We do not live as they do in Europe. Increased density should not be the goal for all areas, but rather only in areas with adequate roads to handle the increased traffic. Widening the roads for commuters going downtown does not seem to be part of these plans. The traffic flow into downtown during commuting hours is becoming a severe problem and a deterrent for employees going to their offices and places of work (which in turn supports downtown businesses). In order to foster a vibrant downtown, the city needs to make it easier for commuters to get into the downtown and to park. Increasing density as shown in these plans will severely worsen commuting on Crowchild Trail and 17th Ave. Improve/widen the roadways first to improve traffic flow

BEFORE increasing density in these areas. Tall buildings also do not fit into the character of these neighborhoods.

- Your proposal to allow 16 storey, 12 storey and possibly 26 storey high-rises along a dead end local road on 34 Avenue in Marda Loop makes no sense at all. The rest of the business areas adjacent to the area's major road 33 Avenue only allows for a maximum of six stories. Why on earth would you recommend the communities highest intensity on its least accessible parcels? I have a similar concern with allowing much higher buildings along 18 Avenue, than on the 17 Avenue business district.
- The proposal to up zone along Elbow drive also makes little sense unless you also allow similar treatment along Council Way and Premier way in Mount Royal.
- It also appears that you are cherry picking specific parcels throughout the area for special treatment, which would normally be done through a land use application, and justification, by the landowner.
- 34 AVE is too intense. It is a secondary Main Street, supported by the Max Yellow (not LRT). Beltline-like densities are inappropriate, and jumping from 6 storeys to 16 is drastic and unnecessary. 6-10 is appropriate and would result in significant densification without fundamentally altering the neighbourhood to its detriment. Additionally, to be transit supportive the section of 32 and 31 AV adjacent the Marda Loop MAX Yellow station should be at least 6 storeys, if not up to 8-12. They are currently capped at 4 storeys immediately adjacent the access to the stop. The active frontage is applied in a wonky fashion along 22 ST. It should connect 34 to 33 consistently, and should accurately reflect the current active frontages.
- Our house fronts onto a cul-de-sac but the side of the house is 20th street. We are currently zoned to be low-modified and neighborhood connector. I think this is incorrect as we are at the end of a cul-de-sac and since there is such low traffic on this street and the rest of the street is zoned as neighborhood local and limited that our house should be too. Our neighbor across the street is the same (fronts onto cul-de-sac and sides 20th street) and it was zoned correctly. Please update.
- To my eye, I see nine Community Collector Roads on the map: Richmond Road, 21st, 20 st, 17A st, 16 st, 54 ave, Elbow Drive, 38 Ave/Sifton Way, Premier Way. The Draft Urban Form map seems largely appropriate (with the exception of the pass lower & upper Mount Royal and Elbow Park are getting with respect to densification).
- What stands out is the unique treatment of 17A Street SW with respect to building scale. Out of all the community collectors, 17A St is the ONLY one that is designated "low" (6 Storeys), when the existing built form on that street is all currently "Limited" with the exception of one new building fronting onto 26 ave (4 storey on 17A). Why is the same built form not recommended for wealthier communities such as Richmond and South Calgary? All of 17A's current built form is "Limited", much like the other collectors noted, aside from the one exception above, which is also true of 20st @ 33rd.
- I will actively oppose uneven treatment between communities!
- The maps may benefit by having online interactive virtual reality examples that can be manipulated by the viewer, to determine the end result of the scale and proportions.
- Buildings along 14th St should not have a maximum height of 6 storeys but should be under the low-modified 4-storey category. Allowing 6 story buildings next to single family homes removes all sunlight from single family homes and could lead to lawsuits for demished value.

- I am strongly opposed to making areas of Elbow Drive "Local Connector" and "Low Modified". Neither are consistent with the heritage of the neighborhood. Four stories is too tall and these neighbourhoods have never had retail (nor is there a demand or need for retail in these areas given proximity to 4th Street). It's big miss, would detract from the community and is inconsistent with historic uses.
- Elbow Drive should continue to be "Neighbourhood Local" and "Limited"
- I would like to submit my opinion that a high rise building on 34th ave in altadore is too tall and would not fit well with the neighborhood aesthetic and general feel. Please reconsider this plan.
- Hello, I would ask that you reconsider allowing a high rise to be built in Marda loop on 34th ave. As a long time resident of this neighbourhood, I have been pleased with the new housing that has been built but a high rise is not in keeping with the neighbourhood feel, it will stick out like a sore thumb amongst all of the low rises and homes.
- I recommend one small change to the building scale map. The portion of 3 St SW which lies to the south of 30th Avenue SW (located in Roxboro) is currently shown in yellow (ie designated as "neighbourhood connector"). I suspect this may be an error or oversight and it's perhaps the case that the yellow line was intended for Mission Road only, and not for 3 St SW as well. This deserves to be clarified.
- Yes. The Neighborhood Connector/Low-Modifier zone along Council Way and 34th is completely inappropriate. You have it zoned as Heritage on the north side which should preserve the original character and trees. This is one of the most beautiful treelined, set back street in the city, used for commuting, dog walking, cycling, running for residents and non-residents of the area. There is plenty of commercial zoned along 14th & west into Altadore to service the community. Why destroy the entrance to the oldest neighborhood in Calgary for new 4 stories that will only increase traffic, light & noise pollution. The community does not need another dry cleaner? Cannabis shop? real estate office? when you can walk 2 blocks for it. There is no need to bleed 4 stories into Upper Mount Royal which even non-residents of Elbow West would be against. East of 33rd & the 14th needs more greenspace, traffic slowing & bike lanes so more Calgarians can enjoy Council Way & 34th as a commuter route.
- I've lived in this neighbourhood for many years, and I'm deeply concerned about the proposed 27-storey building in Erlton. This area has always been a safe, open, and peaceful place, and I worry that such a large development will drastically change that. Many of us moved here specifically to avoid overcrowding, to enjoy the open spaces, and to live in a community that feels comfortable and welcoming.
- One of the biggest issues is that a high-rise building doesn't fit with the aesthetic of our neighborhood. There aren't any other large developments like this around, and introducing one would be completely out of place. A project of this scale would disrupt that balance, crowding our streets, straining local services.
- Beyond that, I'm incredibly concerned about how this will affect my privacy. With a building that tall, people will be able to look directly into my windows and onto my deck.
- This project needs to be reconsidered and change to art installations and green spaces!
- I'm very concern about the 27-storey building near Macleod Trail in the Erlton area. This neighborhood is a sanctuary for many of us, chosen for its peaceful vibe. I can't help but worry that this development could change everything we love in this area.

- The thought of increased traffic is overwhelming. Our streets are already busy, and the idea of even more cars on the road is overwhelming. We don't have the capacity to adapt more residents. Additionally, the height of this building raises serious concerns about the loss of natural light in our homes. The shadows it casts could rob us of sunlight, making our living spaces feel cold and unwelcoming. I urge the city to explore alternative development options that honor the character of our community. We shouldn't have to sacrifice our home for the sake of growth. I hope these concerns will be taken seriously. We need more parks and green spaces to enjoy outdoors. Make this section a part of Lindsay Park and connect a bike trails.
- Yes, changes to the draft Urban Form and Building Scale Maps should be considered.
- There is inconsistency in commercial rezoning, as Rideau Roxboro—one of the smallest communities—is the only one with planned commercial development, while other neighborhoods like Mount Royal and Elbow Park have had these designations removed. Why? This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities.
- Additionally, concerns remain about the redesignation of 3rd Street SW in Roxboro as a "Neighbourhood Connector" in the Draft Urban Form, despite its removal from the "Low-Modified" category in the Draft Building Scale. This inconsistency raises concerns about future commercial development. The redesignation should be removed to avoid unintended commercial expansion.
- Addressing these issues would ensure a more equitable and consistent plan for all neighborhoods involved.
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Addressing these issues would ensure a more equitable and consistent plan for all neighborhoods involved.
- Current infrastructure needs to be considered: For example, all along 20 St Sw, 16th St SW, Elbow drive, you have the potential for commercial activity, and low-modified and low housing as acceptable. When the majority of the homes behind them are single or two-story homes you will be infringing on the privacy of family homes and on their environment. This will affect sunlight on gardens and trees and free space. Additionally, the homes along Elbow drive are in the heritage classification, yet are listed as potentially low modified housing and as neighborhood connectors. This would be a significant impact on the heritage site, particularly given driving along elbow drive is one of the most beautiful heritage drives we have in the city.
- I think great to consider more density along 'high streets' but set backs must be encouraged/mandated to improve walkability. To encourage more people interacting at street level - along with greenscaping and dedicated bike lanes so people walking have their own space. Walking MUST be encouraged.

- The high density, stacked living is not compatible with the heritage guidelines and has the potential to ruin the character of a community of single family dwellings and impede the relationship building between neighbours. You cannot both preserve a heritage neighbourhood and add a six story apartment block.
- Where multi-family, stacked living arrangements are proposed the city needs regulations to ensure there is adequate space and access for garbage, recycling and compost storage and removal. Bylaws against garbage accumulation need to be enforced.
- Further, if you are taking away houses with backyards where children once played and gardens were planted, you need to add green space sufficiently large and equipped for the population you are stacking into single buildings.
- Adequate parking spaces must also be considered.
- The status quo is not working. Garbage stacks outside new condos, streets are packed with parked cars, kids are playing on their balcony or fresh air."
- Keep highrises to downtown and keep our community 2 story. Reduce influx of people to solve housing. If more housing is built, it is crucial that there are multiple parking spots per household built - that should be a requirement. Transit here is poor and even if it was good, Calgary is a city that requires a car anyway... and it needs somewhere to rest.
- As a 60 year resident of Rideau/Roxboro I am perplexed with the inconsistencies between Elbow Park/Mount Royal and Rideau/Roxboro. While I agree that changes to the draft Urban Form and Building Scale Maps should be considered.
- The commercial rezoning shown for the little community of Rideau Roxboro appears to be targeted as the only one with planned commercial development, whereas Mount Royal and Elbow Park have had these designations all removed. Why is commercial zoning being only considered for Rideau/Roxboro? In addition the redesignation of 3rd Street SW in Roxboro as a "Neighbourhood Connector" in the Draft Urban Form seems also inconsistent with the removal from the ""Low-Modified"" category in the Draft Building Scale. Changes made should be equitable and consistent, just because Rideau/Roxboro is small and may not have the same ability to Lobby and influence compared to larger neighbourhoods appears biased. Please consider fairness for small communities also and be consistent"
- Yes, I think the draft urban form and building scale maps should be changed. The change to Mission road through Roxboro and 3 ST SW should not be changed to Neighborhood connector as possible four story buildings will have a negative impact on the residents adjoining the properties. In addition, there is ample local commercial within walking distance to all Rideau Roxboro residents both northbound and southbound on 4th ST SW. Four story buildings and commercial do not fit with the character of the neighborhood and have no reason to be there. Roxboro is a small community and this change disproportionately affects it in comparison to other neighborhoods contained in the LAP. It also goes against the plan to limit development in the flood plain/fringe. The large scale buildings would have to have all utilities above ground and any flood event could have much larger impacts on citizens with increased density.
- Eliminate Neighbourhood Connector designation from 3 St SW/Mission Road in Roxboro and on 4 St SW from Elbow Drive to 30 Ave SW. No commercial activity should be allowed in a 100+ year old heritage residential neighbourhood. Doing so contradicts the intent of the Heritage Guidelines as well as the concept of maintaining a tree canopy and green spaces. Keep these areas as Neighbourhood Local.

- Eliminate the Low Modified designation on 4 St SW from Elbow Drive to 30 Ave. It is unnecessary to ruin the vibe of one of the nicest neighbourhoods in the city by increasing the density on a solitary block. This will do nothing to improve density or affordability in a city of well over one million people, but will permanently alter the character of Rideau-Roxboro (especially for those living on 3 St SW and 5 St SW who will potentially have four storey buildings looming over their backyards). Makes a mockery of the Heritage Guidelines as well as the objective of keeping the city green.
- There are inconsistencies in commercial rezoning and street designations for Rideau Roxboro, one of the smallest communities, while other neighbourhoods like Mount Royal and Elbow Park have had these designations removed. Why? This creates an unfair burden on Rideau Roxboro, and there should be balance across communities.
- Please remove the Neighbourhood Connector and "low modified" designations for 4th Street SW, as you have for 8th Street SW through Mount Royal, and other streets in Elbow Park, which have the same function of minor collector on City transportation maps.
- Why is 3rd Street SW in Rideau Roxboro (a cul de sac) designated a "Neighbourhood Connector"?
- Also, Rideau Place should not be designated a Neighbourhood Connector (it is also a cul de sac) or include 12 story development. Why has the Mid-building scale been extended down a very steep hill to Rideau Park School?
- Please make these changes to ensure a more equitable and consistent plan for all neighbourhoods involved.
- I know a lot of my neighbours are very NIMBY, but I really believe that we need to increase the density in central Calgary. We can't just keep on sprawling. Most of the new structures being built are quite lovely. I hope that as we get used to these apartment buildings in our neighborhoods, we will be more accepting of them. For this plan to work, we need improved public transit. We also need to continue to improve our bike and walking pathways, and to maintain them. It is important that bike pathways are a priority for snow removal in the winter. If we are going to have increased density, then we need to have less reliance on cars. Parking will be a problem, but not if people can have fewer vehicles. I hope this plan goes forward. Thanks for all the hard work.
- Yes, changes to the draft Urban Form and Building Scale Maps should be considered.
- There is inconsistency in commercial rezoning, as Rideau Roxboro—one of the smallest communities—is the only one with planned commercial development, while other neighborhoods like Mount Royal and Elbow Park have had these designations removed. Why? This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities.
- Additionally, concerns remain about the redesignation of 3rd Street SW in Roxboro as a "Neighbourhood Connector" in the Draft Urban Form, despite its removal from the "Low-Modified" category in the Draft Building Scale. This inconsistency raises concerns about future commercial development. The redesignation should be removed to avoid unintended commercial expansion.
- Addressing these issues would ensure a more equitable and consistent plan for all neighborhoods involved.
- Yes. Changes should be considered. I live in one of the houses in which you think will be 40 story commercial property. There is inconsistency in commercial rezoning, as Rideau Roxboro—one of the smallest communities—is the only one with planned commercial

development, while other neighborhoods like Mount Royal and Elbow Park have had these designations removed. Why? This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities.

- I am extremely disappointed that you have INCREASED the building height between 17th Ave and Cameron Ave SW from 7-12 stories to 16 stories. I DO NOT WANT THIS! I DO NOT WANT TO HAVE TO LOOK AT BUILDINGS! If there were buildings this high in this location, I would not have purchased my home. Disgusted that the city is pushing this through and making it worse as the process moves along. This area has plenty of population density as it is. There is no need to add more for no reason, particularly when it affects the lives of the people that currently live here and spent hard earned money on a home in a low-rise area. You changing this to allow 16 story buildings makes me furious! I wasted hundreds of thousands of dollars buying a home that will be for nothing when I have to move because of this ridiculous change that no one wants. You should be increasing the density in areas that are actually low density, not Lower Mount Royal.
- Hello, I am very concerned about the proposed changes on 3rd st sw in roxboro. This street is a quiet culdesac inhabited by young families. The changes outlined would significantly disrupt the lives of upstanding members of our community. I strongly encourage you to consider removing the changes to 3rd st in roxboro. thanks for your consoderstion
- Yes, changes to the draft Urban Form and Building Scale Maps should be considered.
- There is inconsistency in commercial rezoning, as Rideau Roxboro—one of the smallest communities—is the only one with planned commercial development, while other neighborhoods like Mount Royal and Elbow Park have had these designations removed. Why? This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities.
- Additionally, concerns remain about the redesignation of 3rd Street SW in Roxboro as a "Neighbourhood Connector" in the Draft Urban Form, despite its removal from the "Low-Modified"" category in the Draft Building Scale. This inconsistency raises concerns about future commercial development. The redesignation should be removed to avoid unintended commercial expansion.
- Addressing these issues would ensure a more equitable and consistent plan for all neighborhoods involved.
- Yes, changes to the draft Urban Form and Building Scale Maps should be considered. There is inconsistency in commercial rezoning, as Rideau Roxboro—one of the smallest communities—is the only one with planned commercial development, while other neighbourhoods like Mount Royal and Elbow Park have had these designations removed. Why? This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities.
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- Addressing these issues would ensure a more equitable and consistent plan for all neighbourhoods involved.
- Yes, changes to the draft Urban Form and Building Scale Maps should be reconsidered. There is inconsistency in commercial rezoning, as Rideau Roxboro, one of the smallest communities, is the only one with planned commercial development, while areas like Mount

Royal and Elbow Park have had these designations removed. This places an unfair burden on Rideau Roxboro, and the zoning should be reassessed for a fairer distribution. Additionally, the redesignation of 3rd Street SW in Roxboro as a "Neighbourhood Connector," despite being removed from the "Low-Modified" category, raises concerns about potential commercial expansion. To prevent unintended development, this redesignation should be withdrawn. Addressing these concerns would create a more balanced and consistent plan across all communities.

- I'm deeply troubled by the proposed 27-storey building near Macleod Trail in the Erlton area. This neighborhood is more than just where we live; it's a place we've chosen for its peaceful atmosphere and strong sense of community. I fear that this large-scale development could permanently alter our neighborhood and lead to overcrowding, increased traffic, and impacts on our privacy, security and natural light.
- We must explore alternative ways to develop the area that respect its existing character and consider the well-being of current residents. We shouldn't have to sacrifice our quality of life for developments that could change the heart of what makes Erlton special.
- We all want to see our city thrive, but that growth shouldn't come at the expense of those who already call it home. I hope these concerns are taken seriously, and that we can find a solution that allows for development while preserving the unique qualities of our neighbourhood."
- Hello, yes I think changes to the draft Urban Form and Building Scale Maps should be absolutely be considered.
- There exists inconsistency in commercial rezoning, as Rideau Roxboro is one of the smallest communities and is the only one with planned commercial development, while other neighbourhoods like Mount Royal and Elbow Park have had these designations removed. Why is this? This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities. Thank you!"
- I'm very concerned about the proposed construction of a 27-storey building near my home on Macleod TR S. Traffic Congestion:
 - Our local infrastructure may not handle the additional traffic, causing congestion, longer commutes, more pollution, and reduced pedestrian safety.
 - Reduction of Natural Light: The building's height will cast large shadows, reducing natural light and affecting the aesthetics and livability of nearby homes. For many residents, access to sunlight is essential not only for comfort but also for maintaining a healthy living environment.
 - Privacy: With a tall structure, many occupants will have direct views into nearby homes, with huge impact of privacy and security.
 - Strain on Amenities: An influx of new residents may strain local services like schools, parks, and healthcare, leading to overcrowding.

I urge that these concerns be taken into account, and that alternatives be explored to preserve the character of the neighborhood and its residents.

- YES, changes are necessary to the draft Urban Form and Building Scale Maps. Specifically Rideau/Roxboro. As a homeowner on 3rd St SW in Roxboro, I oppose the reclassification to a "Neighbourhood Connector" in the Draft Urban Form. This is a heritage neighbourhood and commercial development would damage its character. There are so few quiet, tree-lined, kid-friendly streets left in the city and my family paid handsomely so that we could live

on one. Rideau/Roxboro is disproportionately burdened in the draft as it stands. Why are Elbow Park and Mount Royal exempt from designation for commercial development?"

- Hello Team,
The west side of 20th St SW between 38 Ave and Somme Ave has been categorized as "Neighbourhood Connector", as has the entire length between 35th and 53rd Avenues. However, this particular section comprises relatively new homes built after 2005 and is part of Garrison Woods. It is highly unlikely this short corridor would be redeveloped with new buildings of up to four storeys, unlike areas further south which comprises much older homes. Thank you for all of your hard work!
- Six story buildings in Bankview are very inappropriate near heritage or previously identified R2C conservation areas. Six story is not a transition density. Buildings near heritage and conservation should only be 4 stories maximum. 6 story buildings cast too long a shadow on the narrow street and narrow blocks of Bankview, especially with the great hills to the south. Your plans clearly do not recognize the effort that was done on the original Bankview ARP in preserving the diversity of Bankview nor reflect the realities of the existing built forms. In addition the current by-law does not recognize that Bankview has a major parking problem now and there needs to be higher parking requirements for all new units. Many blocks are narrow lot homes, have no lanes, on steep hills and have commercial or institutional uses nearby that use our parking every day.
- Yes, changes to the draft Urban Form and Building Scale Maps should be considered.
- There is inconsistency in commercial rezoning, as Rideau Roxboro—one of the smallest communities—is the only one with planned commercial development, while other neighborhoods like Mount Royal and Elbow Park have had these designations removed. This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities.
- Additionally, concerns remain about the redesignation of 3rd Street SW in Roxboro as a "Neighbourhood Connector" in the Draft Urban Form, despite its removal from the "Low-Modified" category in the Draft Building Scale. This inconsistency raises concerns about future commercial development. The redesignation should be removed to avoid unintended commercial expansion.
- Addressing these issues would ensure a more equitable and consistent plan for all neighborhoods involved.
- It looks balanced and realistic. I do wonder if this is ambitious enough for a 30+ year future plan. I would like to see more neighbourhood connector and flex in Altadore and North Glenmore.
- On the draft building scale map, I do not agree with the maximum potential height proposed for buildings along the Elbow River in the 26 Ave SW area or in the area bounded by 2 Street SW, 24 Ave SW and 1 Street SW (the Holy Cross area). In both cases, I think the proposed maximum potential height is far too high for the existing character of the area and for protection of the riparian areas near the river. I think these areas should be low to mid-rise at most. The existing building heights in this area can and should be used as a guideline for new development - adequate density can be supported without high rise development.
- In Altadore, the proposed building scale of "low" on 42 Avenue SW and of "low-modified" all along 16 Street SW will be harmful to the neighbourhood and should instead each be brought down one building scale (i.e. such portion of 42 Avenue SW to low-modified and 16 Street SW to limited). Creating such extreme density in the heart of the neighbourhood will erode the sense of community and treescape that many residents enjoy. Further, the current

infrastructure, and in particular the roads, cannot support the proposed density and development would be much more appropriately limited to three storeys. Higher density such as this makes more sense along the perimeter of the community, like 33rd and 34th avenues, but dividing such a small community in half with this higher density will be a mistake. I urge you to reconsider.

- In Altadore, the proposed building scale of “low” on 42 Avenue SW and of “low-modified” all along 16 Street SW will be absolutely detrimental to the neighbourhood and should instead each be brought down one building scale (i.e. such portion of 42 Avenue SW to low-modified and 16 Street SW to limited). Creating such extreme density in the heart of the neighbourhood will erode the sense of community and treescape that many residents enjoy. Further, the current infrastructure, and in particular the roads, cannot support the proposed density and development would be much more appropriately limited to three storeys. Higher density such as this makes more sense along the perimeter of the community, but dividing such a small community in half with this higher density will be a mistake. I urge you to reconsider.
- Elbow Park should remain single detached homes. The community does not have the infrastructure (roads, parking, schools) to support the changes and any additional density. It is incredibly disappointing and upsetting that the city is moving forward with this and pretending to be seeking input.
- We believe that all Limited (up to 3 stories) areas should be zoned for a minimum of Low-Modified (up to 4 stories) to help encourage densification.
- First of all, the info is not "user friendly"... I'm not sure "what I am looking at." I would just like to share my concern about replacing the Safeway grocery store on Elbow and 4th Street with a high rise building. The Safeway location (i.e., it's proximity) is what attracts many of the residents in the neighbourhood, especially seniors who do not want to walk more than a block with groceries and want to maintain their autonomy. Relocating the Safeway on McLeod street would be devastating to the seniors living in Mission... and there are many! Replacing the Safeway with another high rise will increase traffic/parking issues and safety. It is difficult to cross 4th Street and 26th Avenue as cars rush to get the green light. What is core to the value, look and essence of Mission is the fact that there are not too many high rises. We want to keep the quaint small friendly and trendy neighbourhood feel of Mission. Adding another and more high rises will destroy the feel of Mission.
- I wonder about how these could be optimized with transit and bike lanes within these corridors.
- No
- The scale and size of the buildings in the Draft Urban Form seem considerably smaller than the buildings in the Draft Building Scale. On the Draft Urban Form, I live in an area labelled as "Neighborhood Connector". If I compare this to the Draft Building Scale map, it looks like my avenue is getting bumped up to a "Neighborhood Flex". I suggest a revised Draft Building Scale map that more accurately reflects the building sizes.
- There are like, NO parks in Richmond. Schools (Alternative, Central memorial, Altadore, Dr Oakley, Richmond, Earl Grey, William Reid) and have also been identified as "parks and open space" which is misleading, as they may have portions of park and greenspace but are NOT city owned, publicly accessible, nor are they counted in community greenspace stats. Big issue with that - especially as the city looks to sell off more park space and school sites as documented in the housing policy. If you remove those schools from the green, this area is in a severe shortfall of greenspace.

- Mid should be the highest height. There is zero precedence for >12 story buildings in a community like this. The shadowing, traffic concerns, even sightlines and walkability feel would quickly change. Maybe make the empty field beside westbrook LRT a priority for big redevelopment! I can't wait for the city to have to redo this mainstreet project nightmare in 10 years because of "unforeseen" changes in density and traffic.
- Yes. 42 ave SW is in the centre of the part of Altadore where families reside, children walk to school both east and west and abuts one of the larger green spaces used by children. If 6 story condos and apartments are allowed to be built on 42 ave it will create a massive change to the demographics and character of the neighborhood that cannot be undone. Singling out this street is unfair to those of us who reside here and will create a block that is not at all fitting with the balance of the neighborhood. There is opportunity for these developments on 33 and 34 ave as noted and 42 does not need to be included nor should it. I assume that developers have lobbied to knock down Alcove and the neighbouring apartments. Alcove is an essential recovery centre for women and a great neighbor. Please reconsider this zoning and allow this street to be consistent with neighbouring streets. Thanks, Mike (resident of 42 ave sw between 19 and 20 st).
- Yes i think mt royal should share the love of a more dense city and that burden should not be exclusively on adjoining neighborhoods. Why is mt royal special / exempt?
- Yes - this needs to be discarded and started all over again. A plan that violates legally binding covenants and encourages inter-neighbour conflict and legal expense - not acceptable. As an example, why put commercial in an entirely residential neighborhood that residents like? It's a "creeping takeover" by the planners to insert "local commercial" at the western end of Frontenac avenue - an entirely residential street. Among other examples.
- I am looking at the blocks of land on the east side of 14th street running from Premier Way to 36th Ave and see that the proposal is to build up to 6 storeys including apartments, stacked townhouses or mixed use buildings. This seems to be excessive height allowance that does not fit into the character of the houses surrounding the blocks. I would propose that you reduce this to the Low modified building designation allowing up to 4 storeys so as not to radically alter the neighborhood and create tensions with the neighbours but still allow some densification. I would also not be against going to 6 storeys on the parcels that run on the east side of 14th St from 36 Ave to 38 Ave as the shading impact to people would not be as great since there is a park on the east side of 13A St at this point. Please consider this when making the revisions to the plan
- Additional traffic calming measures in neighbourhood local areas. Specifically Flanders Ave to Passchendaele Road to Passchendaele Ave. Currently this area is being used by many as a neighbourhood connector; traffic is moving quickly and often not obeying stop signs and pedestrian crossings.
- Density plans can not be supported by the local schools. Planned communities like the University district are better for higher density. No more than 3 storeys should be permitted in formally R1 zoned areas. Lots of concerns with the local and aging infrastructure. The city has not shown that the existing infrastructure can handle additional development. We are losing green space with the development of multi family from R1. I thought we were supposed to support green solutions not concrete jungles.
- Sure but what will it cost?...
- Yes there are changes needed. Unless on a Main Street there should not be any buildings larger than the "limited" scale allowed for residential streets. On main streets where more densification is planned there NEEDS to be ample parking for all residents and visitors of

the building. When there is snow 7 months of the year nobody is using a bike as their main method of transportation and for marda loop specifically the amount of public transport utilized is very minimal given how unreliable the bussing is and how far it is from the ctrain

- No. It's adequate.
- Please reconsider 22nd st between 26th ave and 33rd ave as a neighbourhood connector. Richmond (Elementary) School has lots of children about all school year and there are daily traffic risks as trucks, trades, and commuters cut through 22st to avoid 33rd ave.
- The traffic slowdowns and congestion along 33rd pressures up the school playground zone and the playground zone at 30th ave.
- By closing 22nd street entirely, you'd calm traffic, eliminate cut throughs north at 33rd ave, and redirect traffic to 21st and 20th street. 21st and 20th both have 4-way at 33rd ave and neither hit elementary schools.
- Ensure that traffic speed is controlled through traffic calming measures on any area designated "neighbourhood" including flex and connector areas
- Its okay, better than the previous version. However, why implement this with the intention to break it? I'm all for consistency and predictability but the city is REALLY good at making plans and never, ever respecting them. I want some better implementation plans - not just "we will review against the LAP". Like, I want this document to actually mean something.
- I do not understand why 4th Street SW and 3rd Street SW areas of Rideau Roxboro are still classified as ""Low Modified"", when this classification for the same areas - busier neighbourhood street, thoroughfares - has been removed from the Draft 2 plan for roads in Mount Royal and Elbow Park (Prospect Street, Premier Way, 30 th Avenue SW and Sifton Boulevard, for example). The "Low Modified" development will have a greater impact on Rideau Roxboro, which is a much smaller community. Please consider all neighbourhoods fairly and use the same criteria to make changes to them. Please take 4th Street SW, as you have done for the other communities.
- I am also puzzled why you leave development out the large green space on the south side of upper Mission Road between 30th Avenue and 34th Ave SW. That seems a much better area for development than the area behind Rideau Park School going up into Parkhill. That was a buffalo jump.
- Density should not extend down Council Way. This corridor is a beautiful, highly treed walkway within Elbow Park and Mount Royal. We need to preserve the character and allow residents to transverse safely from their homes to an elementary school (William Reid). There are already issues with excessive speed and safe crossing of Council at Carlton and having tall buildings just creates congestion and robs this area of being a safe quiet residential community where kids should be able to walk to school.
- I do believe changes should be considered. It seems certain communities (such as Richmond) are being re-zoned considerably more for densification vs other communities. This is inequitable & will fundamentally change the feel of the neighbourhood. Dense buildings like that will decrease the number of families with children pushing them further into suburbs. Like it or not, parents in Canada generally want to raise their children in houses with a yard. Also, parking has yet to be addressed. Developers are being allowed to construct multi-unit buildings with no or limited parking. For example, the recent development on 22 ave and 22 st SW took an area with 3 houses and now has 28 units. There were only 6-8 parking spaces created for that development which is ridiculous for the number of units. I wish someone from the city would actually care about these things, but

from past experience it seems once the city has made their mind up they do not actually care about our input.

- Four story developments in Altadore should not be permitted. The area is already undergoing densification with the use of infills and row housing, adding in these types of buildings would exponentially grow the densification and would not be sustainable
 - With the existing densification there are already rising issues with parking, traffic, school capacity and other amenities being crowded, this type of development would make all of these worse
 - The entire neighborhood is made of 2-story housing with a few exceptions next to commercial lots, this development potential does not keep in line with the current neighborhood look
 - There will be shading and privacy issues with building of these heights and will negatively affect the residents housing value and experience within their homes and in the neighborhood.
- The neighborhoods are fine now. They do not require re-investment by the city. Your statement that the new generation wants something different has been true for every generation that came before. Neighborhoods go through cycles and the market takes care of it. The city has a long history of urban planning failure. Let's not increase the scale of that. Also, different economic level have different needs. Let the market operate. If you want to make grandiose changes, do it in new areas not existing ones. The cost of changing existing ones is staggering. Think of the cost of densification as the water system was not built for this so will have to redo all the water system in existing neighborhoods.
- I have strong concerns about the draft Urban Form and Building Scale Maps, particularly regarding the densification around the intersection of 18 Ave and Macleod Trail. I strongly believe it must be reconsider towards the lower heights (up to 6 stories) MDUs. Here are negative factors of densification with such middle (up to 12) and higher proposed stories: 1. Traffic Congestion (it is already a problem). 2. Public Services: potential strains to the sewage system. 3. Green Spaces reduction and also natural light reduction for the existing residence because of the Highrise buildings. Pollution: More buildings and vehicles can lead to higher levels of air and noise pollution, affecting the health and well-being of existing residents. Loss of Community identity as this area was historic from the French settlers perspective. Privacy concerns for the existing residents as the tall buildings will lead to privacy issues for the existing homeowners. Suggestion decries Building scale to up to 6.
- None that I can note, although I strongly believe that the integrity of natural spaces and public parks should always be highly considered with any land use changes or new developments.
- Not if the current city council is involved they are totally clueless and incompetent
- Marda loop is known for its shorter buildings and neighborhood feel- under no circumstances should high rise buildings be approved (ex. The one proposed on 33rd and 20th).
- Change: 42 Ave SW, between 19th and 20th streets has the north side of the block classified as Neighbourhood Flex and the south side as Neighbourhood Connector in the draft map.
- Currently the west part of the block has the ice cream shop, liquor store, Garrison pub and the day spa, however the east part of the block (closest to 19th street) is currently very much Neighbourhood Local.

- The Map should be changed to have just the east part of this block (north and south sides) classified as Neighbourhood Flex and the west part of the block (north and south sides) as Neighbourhood Local. This will remove any potential future commercial development for the east part of this block preserving the current Neighbourhood Local category. The residential portion of this block as a mix of new duplexes and single dwelling homes with young families and retirees and would be negatively impacted if the Flex land use was allowed to grow."
- Looks good to me.
- 16th Street between 26 ave and 30 ave is set as Neighbourhood Connector - street is very steep on either ends, and may be difficult to build such buildings.
- I am very dissatisfied to see the reduction in building scale along the #13 route through Upper Mount Royal. I strongly believe this density should be added back in. I also believe the building scale along the #3 route in Elbow Park should be more ambitious and greatly increased as this is part of the future Primary Transit Network which is a 30-year plan just like this LAP document. Please be more ambitious and align the building scale in alignment with other city documents such as the draft Calgary Plan. I believe the entire LAP area is able to easily support 4-storeys for building scale.
- The "Limited" scale is much too prevalent for a 30 year plan in the most desirable part of the city. Simply ridiculous. If we're serious about accommodating growth into our established neighbourhoods, into places that people love and will live the best version of a Calgarian life they can... every single parcel on this map should allow for 6 storeys at a minimum.
- Yes. There should not be 4-story developments allowed along 16st, 20st and 54av SW nor along Elbow dr. This would be directly adjacent to 2-story housing in all these locations. This is not keeping with the existing nature of the area, would cause direct shading and privacy issues and vastly decrease the value of the nearby homes. This allows significant taller building heights than anything in that area and would be far larger than anything existing. This would also greatly increase the densification of the area that is already undergoing densification with the implementation of infills and row housing. Street parking and traffic would rise in an area that has already needed traffic calming measures to protect the high number of kids walking to schools and other pedestrians. There is also growing a concern on school capacity and other social infrastructure limitations with now clear plan to address these issues, this would exasperate these issues. Growth needs to be sustainable.
- We should have higher density buildings along major transit routes. The middle of Mount Royal and everything on the west side of the map should have larger building scales.
- Even higher density around c train stations.
- Yes. The main concern is the very tall buildings below Mount Royal, between Cameron Ave and 17th ave. This area is residential and should remain as a quiet reprieve from the busy parts of proper downtown / Beltline.
- Highly support more small scale commercial in communities. Would love to be able to walk to get a coffee!
- I like the 16 storey scale. This is a nice transition from the Beltline and in Marda Loop. Nice size of buildings that aren't large towers.
- I strongly oppose the low-Modified planning for Elbow drive. The congestion in this area is significant and parking will be a major challenge with this type of housing. Elbow drive is a very busy roadway and further congestion, construction and traffic would have a significantly negative effect. Additionally, I am concerned with the change in building footprint along this

route, in terms of flood mitigation efforts. Addition of 4 story buildings will create a barrier to water escaping out of the neighboring areas. Finally, Elbow Drive is one of the few character streets in Calgary. It is heavily treed and many of the current owners are investing in their character houses to upgrade them. Allowing 4 story buildings on this route would destroy this character and change the feel of the neighborhood forever.

- I live on a neighborhood connector street. I think it would be good to implement more pedestrian crosswalks with lights and lower speed limits 30-40 km/h max. More biking infrastructure as well. Overall I think plan respects current residents needs and uses of public spaces. I'd like to see coordination with electrical to considering the increase of vehicles (particularly EVs) as densification increases. Too often, do we see roads ripped up ~3 times as there is a lack of coordination between roads, utilities, telecom, gas, etc.
- Very much disagree with 2.2.4.3 b. Housing should absolutely NOT be allowed on civic recreation sites. These areas should be preserved and dedicated to parks, sport, recreation and community improvement (library). BIG NO to the financialization/sell off of these city resources. Given the density increased proposed in this overall plan, keep developers away from our parks and libraries.
- I think this looks perfect.
- The density in Mardaloo area is already out of control. Altadore has been rezoning for years. Most single lots became double- and now at least quadruple- often more. Infrastructure including access, schools, parking, etc has not kept up with the rapid explosion. Further development can't be supported. There has been no consideration of community. Buildings are taking up the whole lot. Make the building code more reasonable. Light, size, set back, parking etc should be considered.
- Scarboro is a very small community and 17th Ave. is a very large edge condition impacting more of the community than typical. Consequently, it needs to be handled sensitively. Also lots on 17th Ave. are generally higher elevation on the ground slopes down towards lots and Scarboro, superior and Salem Avenue. I recommend the following:
 - There should be nothing higher than four stories approved along 17th Ave. and the current map implies someplace six stories would be allowed. That is too high given the topography.
 - Even with four-story buildings, the rear setback and rebuilding, he should be scaled down to avoid shading impacts and overwhelming of heritage streets.
 - The draft urban forms suggest 17th Ave. will be "neighborhood flex", now it is single-family residential. Perhaps too big a change. There is limited parking there so any businesses locating there should provide it otherwise it will overflow into historic streets.
- Six story buildings along the 17th Ave. border of Scarboro is too tall for a heritage area, especially as this impacts leading off 17th Ave. 3 to 4 stories would seem to allow for density along 17th and not loom over a historical area... Much like what is proposed along elbow Drive in WELP.
- No. This is an incredibly disappointing strategy in a community that does not need this change and density. These have historically been very nice places in the city with easy access to an out of with good flow of traffic and because of this, I strongly disagree with densification measures that have been proposed. Densification should be obtained through new community expansion rather than trying to change existing communities .
- To the changing of densities of neighbors - it may be time to get rid of urban planners.
- The building scale that conflicts with the urban form, i.e. "limited" conflicts with light yellow.

- I am concerned about the potential that on private land at any building scale, all vegetation may be removed and every structure constructed property line to property line. What are we doing to protect trees, shrubs, flower, gardens, and gardening for food?
- More density makes good sense for our community. However, development should be restricted to low and mid building scales in order to ensure that view escapes at the downtown core and Elbow river are not obscured.
- “Low” building scale is good as noted – please replace all “high” buildings with “mid” buildings.
- No.
- On Mission Road, the land of the old Enmax substation should be kept neighbourhood local with limited building scales (i.e. three or four townhouse only.)
- Remove the “limited” classification entirely. Set the new default as “low modified” and move each current zone one zone denser the “limited” classification benefits, rich people in rich neighbourhoods and needs to be abolished as a concept. Everyone else struggles through life and small apartment boxes – while some rich people enjoy “limited” zoning, large yards, etc.
- To be flexible and conducive to new businesses coming to areas, 15 minutes cities need amenities, close to home, work that you don’t need a car to live in the city. I don’t own a car in Calgary. A commute to work on my bike year-round. I think the maps allow for a good separation between residential/business/green space/cars/industrial.
- I think city should reconsider allow areas of the high building scale along 17th Ave. Especially 17th Ave. and McLeod Trail 17th is already looks like a concrete jungle of high-rises and local residents already deprived from natural. If you allow up to 26 floors in these areas existing buildings and homes will be even more I believe new developments must consider existing residents.
- I think it is appropriate, and that most 12 to 26+ story building should stay in Beltline/Sunalta and other existing neighbourhoods where they already exist. I do not think they would fit in well in MardaLoop. Overall, the city should focus on building more mixed use buildings and limit any new construction of single-family homes .
- I appreciate the revisions in this draft as we already have a great deal of higher density that is being built. My number one concern is safety. Currently the roads are extremely congested, and I worry that our current road system will be unable to handle all the bills that are in progress and the projected projects. I know this area will be grateful walking to shops, restaurants, etc., but most people who live in the community commute outside to work. I am not sure about the details of the transit system, but I have never seen more than one or two people at the bus stops, which could help explain the congested roads and safety concerns. Can this area handle the projections when they are currently struggling.
- Yes
- It seems to me decisions have been made already, and this is just lipstick on a pig. The city wants to dramatically increase the population – whatever it takes to feel with the people. NO buildings should be above three stories max – already the sun is disappearing behind the taller ones (see 26 Ave) – hideous design.
- Reverse the blanket up zoning first.
- Re-: Building scale. No high-rise buildings where they can shadow residential. A 26 story build will cast a 300 m shadow in December. A building that size on 34th Ave. would cast the shadow all the way onto 31st Ave. A lot of us have solar on our roofs that would be

rendered useless. And who wants to spend an entirety of winter in darkness? If there must be higher buildings, place them on the south side of Parks, or industry.

- We can always use more green/parks space, where it comes from, I'm not sure. As for the building scale, keeping the taller buildings set back off the "main drag" makes for a much more inviting streetscape.
- Yes, see above I'd like to see single-family residences remain. 1) parking issues, 2) density issues, 3) noise issues, 4) tree canopy, 5) traffic!!! if you're living in a six story building, you're going to need green space to visit to get out of the condo. Most condos don't include green spaces. So... More pressure on the small green spaces. Also the road system here is already not viable. 5th St becomes busier as people take that route (less traffic lights), from McLeod Trail and the school continues to be a problem with students parking illegally. I see these issues exacerbated by this plan.
- Maps are good.
- Yes. Even though I appreciate that the area on 34th Ave. SW is at a below grade level that might explain the proposed mid to high-level building scale, these building heights are not appropriate or in alignment with the neighborhood. I recommend that any future developments in this area stay to the "low modified" to "low" height ranges as I see the recent buildings already in this location is too high and out of context in the neighborhood.
- Do not rezone to multi density!
- Specifically for the Erlton community, I am opposed to 27+ story development along McLeod Trail north of 25th Ave. SW. The shadow – cast on the Erlton Neighbourhood would be significant. It also will detrimentally increase traffic in a quiet neighborhood. Access to this section is severely compromised because of the existing problems at the McLeod – 25 Ave intersection.
- It's encouraging to see the scale of civic plus recreation space provided at Glenmore athletic Park, but I think more emphasis needs to be put on providing indoor recreation space. Court, running track, pool times, and gym equipment are in extremely high demand as it is, and adding density will increase that strain. Maybe Zoning key commercial area specifically for recreation facilities will take the full burden of providing recreation space off of the city. Zoning areas for increased density also means developers will likely maximize the building footprint to maximize profits. With this in mind, green spaces will become even more precious and crucial. Consider providing more small scales. Green space scattered through densely zoned areas, to relieve busyness in larger parks.
- What exactly is the point of this if you have blanket rezoning? Are schools being considered? Infrastructure? Get your act together and actually go back to the drawing board.
- You said eight units in front of our house not 16! You have a statement saying you intend to maintain the character of heritage Neighbourhood. Why are you building six story apartment building? Why are you allowing demolition of Heritage homes. You can increase density by allowing 4 site units and rowhouse!!! Not apartment!
- I looked at the draft urban form map, then called the city and spoke with a senior planner related to it. She said these plans do not typically involve anyone from streets and traffic. Before you go ahead, please have someone come out and sit in their car on 50th Ave. at schools in and out times. They will see there is a large problem with several schools. Plugging up the Ave around these times. We don't need densification without major roadwork!

- Too dense in most areas. Densification creates many significant social issues.
- I like the integration of more commercial/hybrid buildings, but I would want underground parking to be required as parking right now is a mess, and it blocks potential bike paths and reduces walkability.
- Keep neighbourhoods as they are. Bring back R1 residential. Your current/past changes benefit developers – real estate.
- I think there should be changes. No building higher than mid – scale in Marda Loop.
- I do not believe the draft building scale has been well considered as it relates to neighbourhood connector draft urban form. I do not believe it is appropriate to have buildings up to four stories (low–modified) in all areas. I am particularly concerned about the portion in the plan along Elbow Drive SW. This abuts a heritage area. It would be preferable to instead allow greater proximity to the street (front) access, but keep height to three stories; there is also no information about lot coverage re: low-modified. There is no capacity to handle more on street parking there either which has not been considered. Alley facing apartments/townhouses should not be allowed on one side of a city block while facing backyards, blocking light for much smaller dwellings.
- Yes, please change the urban form and building scale along elbow Drive on both sides south of 26th Ave. SW. It is a disastrous idea to make that part of Elbow Drive “neighbourhood connector” with “low-modified” scale. This will destroy the communities along elbow Drive. Please keep the crime and drugs from moving south into bedroom communities where children travel and play. Please make elbow Drive “neighbourhood local” and “limited” only. There is more than enough room for developments along fourth Street. It is unnecessary and counterproductive to move commerce into neighbourhoods that are already well served by the commercial developments on fourth Street and Britannia. The current plan looks good on a map, but it will tear out the heart of the neighborhoods. Why change a great thing?
- Ultra high density spikes w/o C-train access or BRT should be avoided. I feel the map properly reflects this, so well done.
- You should allow Calgary to exercise democracy, and decide. No counsellor was elected on this issue. Unfair + undemocratic.
- There seems to be a complete disregard for the heritage guidelines when it comes to the building scale map. As an example, the map shows the area on fourth Street SW between 30 Avenue and Roxboro Road designated as low-modified. It is currently 90% heritage homes. I can’t imagine a four-story apartment built to the “general characteristics” of the neighborhood.
- In the rush for densification (of overpriced homes, cheaply built) you risk hurting the long-term community value of neighbourhoods already in place, with character, even if younger, such as parts of Marda Loop, Altadore and a lovely Garrison Woods and their parks. These must be protected. To stick cheap high-rises with no parking will take away the value, and will discourage young families from investing here – other more mature cities, such as Montreal and Toronto, have suffered the consequences of the mass exodus to the cities. You must strike a better balance to keep attracting the segment of the population with decent sized lots and homes, parking, green spaces, schools, etc.
- Our property (redacted) is in the neighbourhoods in map 1. However, it is in the mid area in map 2. As long as any heritage homes exist in the same block, the building scale should be “limited” or “low-modified” to keep the sunlight for them and uniqueness of the area.

- Changing government, allowed development to occur organically. Not forced with a bigger density, diverse, climate change model. We don't need more bike, cleans, and bumper curbs and parking removals. It is obvious the city wants to re-engineer society. Your results so far speak for themselves – cost overrun – infrastructural failures, and damage – restrictions. Hazard and chaotic works – consistent (weekly) changes of plans leading to insane delays and inconvenience to constituents. You have no credibility.
- I don't have a problem with high-rise buildings, but allowing the redevelopment of the low rise character buildings takes away what makes 17th Ave. and 33rd special and walkable. The new buildings that have developed on those streets are tall and terrible think about the building Best Buy is in on 8th and 17th and the building the shoppers drug Mart is in on 33rd. Honestly, these types of building ruin those streets. Consider allowing the high-rise on the streets behind these flagship roads. Make very wide sidewalks mandatory so that café is an outdoor space for shops is available. Also insist on step backs of 6 to 9 m. Insist on very street front architecture to ensure that the street front is not a monolith.
- Allowing buildings up to 26 stories on 34th Ave. in Marda Loop will destroy the neighborhood. The neighbourhood is already too congested. Parking and traffic are already out of control. My family and I moved to this neighbourhood to avoid the congestion of downtown. Marda Loop is losing its community feel by allowing too much density. The highest buildings should be up to six stories. Do not allow high buildings in Marda Loop. Preserve the community feel.
- Less ugly condos. The traffic in this community has increased fourfold. There is lineups of cars on streets that were never there before, cars travelling at high speeds blowing stop signs (I guess if bicycles can do it, why can't they). You've ruined a nice community.
- I agree with the urban form plan. But I disagree with building scale plan, as it applies to the generally active Marda Loop area. While this plan presumably will have an impact for 30 to 50 years based on what will be built in the next 5 to 10 years, I do not see the need or suitability to increase maximum building heights to 12 or 26 stories. The current tallest, at six floors, seems best for this inner suburban area.
- Some current applications with negative impacts are not described properly in the draft map, best example co-op project on 33rd 34th Ave. and 20th St. Jayman (builder) is applying for a 19 High-rise complex and that potential approval is not aligned with the maps, that misleading practice could be applicable in many communities where individual consultations are not captured in the current flyer.
- Looks great!
- Scrap it.
- There is one building on 50th Ave. SW that is an eyesore – a duplex was converted to an obvious eight Plex – parking is a huge concern since 50th Ave., East of Central Memorial. High school is congested with vehicles. Locally bus service is inadequate.
- Not sure what part of “R-1 single detached” and “restrictive covenants” you are struggling with.
- Yes. We do not agree with adding low density (up to six) buildings in our existing residential community. Due to impacts to the environment (less trees and green space), crowding, more traffic, parking issues and overall negative impacts to community feel. Our street is specifically being impacted and we do not agree with low – modified up to four stories on 20th St. south of 50th Ave. The current two-story max should remain.

- Density is great, density of cars is not. Build appropriate underground, parking and more biking, walking, and riding more appealing options.
- There are still possible issues in transition zones. More certainty and regulations are needed to prevent four or six stories next to bungalows. We hear that those concerns will be dealt with at the DP stage, but we have lost trust in our council. If they like the increased density, they will approve DP despite neighbourhood concerns. We get a “voice” but often it does not seem to count. Does the city have any thoughts on what the max growth in any community should be?
- 54th Ave. SW: have you studied traffic capacity along 54th Ave. SW and exiting from this community. The area on the draft map only has one exit to Crowchild – there are no roads out to the south or the east. Driving through the neighbourhood to exit towards the north at 50th Ave. is not convenient, is congested and alters the quality of life for those residents. You are proposing too much density at this already congested intersection (54th Ave. and Crowchild Trail). Note: this is the only ground level access to a residential road throughout the Glenmore Trail and Crowchild Trail Road system. All other intersections from freeway to residential ramp off of the freeway system. Something must be done at this intersection!! Note: traffic into area around 54th Ave. is also impacted by people from around the city, accessing recreational facilities at Glenmore (Poole, rink, fields, tennis, golf, cycling). This will surely increase as those facilities are expanded. Thank you.
- Fourth Street SW between Elbow Drive and 30th Ave. should not be defined as low modified, should be “limited” as per rest of Rideau and Roxboro. Most of Fourth Street housing is older character, housing, and should be maintained, these communities are small and there is no need for commercial properties in close proximity.
- Clearly mark the locations of educational institutions: K, primary and secondary schools on the draft urban form. Indicate the coverage areas of these schools and some form of representation.
- I think each street should address the issue of density. My street has increased in home density by over 70% since 2002. It is unfair to push my street to more density as it will change (negatively) the community.
- Sustainability group to examine Marda Loop looking at the consequences of existing heavy development. Is it sustainable? Delete flex zones which are a lack of planning direction and invite developer based planning. Flex zones (at least on 33rd Ave. SW) appear to be a means of sanctioning past land zoning inconsistent with (LAP) neighbourhood and Main Streets plans. Past mistakes should not form a basis for the future, which would also, be mistakes. Infrastructure must be coupled with development at the LAP stage – otherwise you end up with the situation in Marda Loop – housing and population increase, resulting in diminishing mobility, traffic and parking concerns, over capacity schools, lack of daycare options, water main breaks with a diminishing quality of life for residents. Plus inadequate transit service. No supporting evidence was provided to citizens to support the maps – missing population data, plans for others (communities) in Calgary, tie in to Main Streets plans, school capacity, traffic studies, utility capacity, etc. neighbourhood connect to 33rd Ave. between 19th St. and 14th St. 32nd Ave. between 19th St. and 14th St. – low rise residential.
- Concern: Holy Cross Centre – its historical value. It is listed as a neighbourhood flex/comprehensive planning site. More concerning is that it is listed as the highest building scale (i.e. 27 stories plus). I believe that the scale should be listed as a “mid “. The

constrictions of 2 St. SW could not accommodate the dense population of a high-rise. It would be difficult to maintain the historical integrity of the area as well.

- I think rezoning from 50th Ave. South to Glenmore that to be entirely rezoned. High density. Important reason: Glenmore to Crowchild interchange dramatically needs an upgrade. The new ring road has created huge congestion with traffic from Glenmore (coming from West) going to Crowchild north. Using land from North Clearwater to 58 Avenue will offer high-rise, major bus stop and road modification that are currently a significant bottleneck.
- 17th Ave. should remain mostly residential from 14th St. SW to Sarcee. There is poor parking for many 4plex and 8plex buildings planned that would seriously affect the viability of communities beyond 17th Ave. We believe it is wise to address “urban sprawl” but not to the detriment of established areas (such as Scarborough, Mount Royal, Elbow Park, Roxboro, etc.)
- Overall, the maps and build scale makes sense, however, certain specific areas simply should not qualify for “change”. Specific examples that should not have high density include primarily open “low modified”. Council Way and 34th Ave., East of 14th St. corner of Sifton and elbow plus elbow south of 38th Ave. an additional area needs to be reassessed. Well, no issue with the density of 54th Ave. and Crowchild, the access to Crowchild from 54th Ave. plus the whole bus stop needs to be reviewed. It is already a merge of Crowchild and Glenmore and is dangerous for 54th Ave. access. If higher density, it gets even more congested and dangerous. Access to area should be off 50 second and “cleanup” 54th and Crowchild... Particularly if even more density and commercial is recommended.
- Remove the four-story housing on 16th St. SW and 20th St. SW, change to three-story. With the building of infield, the area is already increasing its density, this type of housing seems excessive in density and completely out of line with existing housing. This would completely change the neighbourhood in a negative way with privacy, shading, parking and other experiences we have living here. This goes against why people live in this neighborhood. I don't think gross at all costs that this change reflects is sustainable.
- I don't think that area can handle the amount of density being proposed. I totally disagree that the school districts can meet the changes. Western Canada high school cannot handle the current population of the area! Parking doesn't seem to be addressed. Public transportation works downtown, not to hockey, music lessons, soccer and many other activities. New development on former R1 sites should be limited to “low modified” or 3 storeys, not 6 storeys. These 6 storey units take away all green spaces that the homes had. It's not a green solution!
- There should be no new neighborhood, connector, neighborhood, flex, urban form categories, and no low – modified or low building scales in historic neighborhoods, such as Mount Royal. These developments create increased parking and congestion, problems, no issues, and they do not fit in with historic neighborhoods. Furthermore, they virtually always require removal of beautiful, large, old trees that we should be seeking to preserve, not destroy. Historic neighbourhoods were not envisioned or designed for increased densification, whether on the perimeters or otherwise.
- I am very concerned about the large areas designated for low, mid and high building scale in the area east of Crowchild Trail between Glenmore Trail and 50th Ave. SW. Already, with mainly single-family homes, traffic in and out of our community is sometimes an issue. Then the city started approving, duplex, and row housing, they are starting to increase our communities density and traffic flow. This was approved, despite high resistance from our community. Next, the city started upgrading and expanding the Glenmore athletic Park.

Once completed, this will bring more traffic. Now, the city is designating large areas for even higher density. More people, more traffic, more grief. now, taken into consideration, limited options we have to enter or exit our community, further complicating our ability to travel to other parts of the city. This proposal (should you ignore the residents again) will result in severe traffic concerns.

- I see the plan is to have a 27 story building along McLeod Trail, and 25 Ave SW. This seems extreme - the height will block sun and change the atmosphere for the existing and beautiful condo buildings in that area. Also, there are trees on Erlton Road, which I hope can be saved. I have no objection to condos or rental towers in that area, just not so tall. Mid height would be better. The density would not increase so drastically.
- Yes. I don't like the idea of low-modified buildings on 27th Ave., 28th Ave. and 29th Ave. between 14th St. and 18th St. It's not in keeping with the rest of the neighbourhood and I think it will devalue the single and semi-detached homes. 3-storey building should be the maximum.
- More off street parking, library, fire station, soccer field, pool, playground (less decorative space). More in other green space. Fences around some playgrounds (26th Ave. and 20th Ave. for example).
- It's unclear to me why tall buildings would be allowed on 34th Ave. near Safeway, but not on 33rd Ave. (Marda Loop). I am comfortable with a taller limit on 34th Ave. especially as proposed by Co-op/Truman development.
- Yes! We need more higher density housing options for Calgary. Develop 1st/ground level shops with floors above for residence. The area could use even more low build scale buildings versus the proposed low modified. My concerns as taxpaying resident of Calgary is the lack of low income, non-high-end condo developments.
 - These maps are confusing as I'm not sure if they are a reflection of the current situation or a version for the future. To the first topic I would like to see a stronger component of freezing on some kinds of buildings, especially the Heritage guidelines areas. Even if the plan says a four floor building can be built if all the heritage buildings are lost to do this. It only says that the city does not care about the character or personality of a neighborhood, but just about knocking things down and building bigger and newer. Calgary will lose its unique neighborhoods, it will be vanilla bland. The limited development should be removed from elbow Park Roxboro and Rideau (i.e. everything in limited light pink east of 14th St.). The "low modified" along elbow Drive, fourth Street, Council Way, Premier Way and Frontenac should be changed to limited. The "low" on East side of 14th St. should be changed to "low modified". The "low modify" in Altadore (15th St., 20th St., 50th Ave.) should be changed to open "limited".
 - Area along 34th Ave. should not have any "high". This overshadows existing structures and is totally out of place for this area. The infrastructure is already overloaded i.e. traffic congestion. From 26th Ave. south to 32nd Ave. only allowed buildings up to 3 stories, not 4.
 - There is an apparent inconsistency between the map on page 6, which designates elbow Drive as being within the "Heritage guideline area" and the map on page 12, which says that elbow Drive between Garden Crescent, and 8th and Boulevard can have buildings up to four stories, mixed use. Currently, the stretch of elbow Drive is 100% single-family residential. How would changing this to four-story/mixed use? "respect the historic character of existing homes" (p.7) ?

- I believe communities with no or very few multifamily. Dwellings should not be forced to have the very nature of their communities altered.
- (1) Establish a standard and upkeep schedule for infrastructure such as pathways and green area. (2) build homes for homeless and mentally ill. (3) failing #2, do not push them into neighbourhoods that are close to the C-train station or city. (4) failing #4, additional security, policing, cameras, etc. (5) apartments should have parking indoors/parkades so streets are not filled by parked cars. They should have garbage storage indoors. (6) Sunalta community centre is virtually nonexistent. The HOA needs to step up.
- I think the Marda Loop Village (33rd Ave. to 34th Ave.) should stay with a six story limit. This is the European height considered conducive for the creation of maintenance of community. The second issue with density in the village is the lack of transit.
- The space for the old hospital should not be given special consideration for height. The site is more appealing at low to medium. Depends on concept and design. These lands border, the river and parks. As a above, and overall village concept is needed to determine the best fit for this large space.“ waterfront “is not valued or developed for community enjoyment. It is not recognized or identified as special spaces.
- Development is a more human scale, less light is lost to adjoining residence and overall density is manageable for business access and visitors for residents. All resident development should have a minimum of parking space per unit: adequate visitor parking. Street parking is vital for businesses. Marda Loop is cool to live in because of the beautiful development and small businesses. Adjacent Garrison Green does not have the same character because of lack of business!
- Blanket rezoning provides no security in this map means nothing. This is a waste of money. Fix city infrastructure – build water main redundancy before you try to stuff more people into a city that doesn't have the capacity.
- Modified zoning for blocks next to Crowchild doesn't make sense. These are dead end roads and will be far too congested. “Limited“ zoned areas should only permit townhouses/homes on corner lots and not allow basement suites in homes. “Double row homes“ result in up to 4x - 8x density, lots in residential areas and there are never enough garages. It is terrible.
- Again, with the amount of high storey buildings being constructed along 26th Ave., they're already is little parking. With the number of new residents the street will become congested – it is only two lanes. Also, the use of the Elbow River along 26th Ave. in the summer the number of people, foot and car traffic will swell, making garbage and sewage a problem. There is a beautiful tree lined pathway on the south side of 26th Ave. between 2nd and 1st streets – I worry with an increase of traffic and people flow, it would affect the environs of trees and grasses.
- We need open parks and Spaces.
- No high-rises in the place where Holy Cross Hospital currently is. Increased high-rises and mid rises with father worsen congestion, traffic, parking and strain existing infrastructure. Low rise/6 storey, multipurpose business and apartments would be a more suitable use, or single-family/rowhouse/townhouses
- Oil changes should be stopped, and there should be taken to the people to vote and the city should stop the overreach and impacts on property.

- Since most people park their cars on the street (why can't they park in their garages?)
Densification adds that burden: two and three families. Along 20th St., fourth Street in Roxboro, Elbow Drive, 32nd Ave. between 4th and 5th Streets etc. keep heights at three stories. Privacy concerns. Also people need light and space frosted side windows when one, two, three stories higher buildings reflect and magnify noise stop removal and dumping of topsoil. Urban wildlife, birds, insects, deprived of food and habitat when lots are raised of bushes, trees, etc., native bushes, Saskatoons, chokecherries, etc. feed birds and wildlife.
- Greater thought need be given to parking and traffic flow on the 25th and 26th Ave. neighbourhood connector when considering increasing zoning heights of future buildings. Traffic has increased heavily with increased density in the areas from which the connector serves. This is compounded by the addition of both north and south by lanes compressing auto traffic into one lane each way and eliminating parking. Increasing building heights on 26th Ave. will certainly compound this issue. Safety for pedestrians using the promenade (crossing the street to access it) will be compromised. Increasing density on 26th Ave. brings more pedestrian traffic of all types, including a heavily, senior demographic and more children prospectively. 26th Ave. frequently sounds like a race track with the second street stop sign considered optional. With increased density also comes more tradespeople, delivery trucks, and domestic service providers all of whom require access to nearby parking in addition to parking required to accommodate new building residents. Developers must be required to build loading docks and driveways along with parking density to reflect the needs of their residents. This was not demonstrated in the approval process for the variance sort at the corner of 26th Ave. and first Street, an indicator of what neighs should anticipate in the future. For the above reasons, we believe the city should limit height to 20 storeys 25th and 26th Aves. Provide significant parking for commercial vehicles on street, require developers to provide significant parking to resident ratio and provide traffic climbing measures on 26th Ave.
- Currently on Elbow Drive, from 5th Street to 48th St. there are no commercial businesses, only residential housing. The reason there are no businesses is because people can walk to 4th St and/or Britannia to shop. We do not want/need commercial businesses on Elbow Drive.
- All building scale models must take into consideration, the fact that the age of infrastructure (sewers, utilities, etc.) date from 1925 and cannot absorb increased burden of densification. The schools in the area are at capacity. The several open areas, (parks, etc.) and wonderful tree canopy make this an area for families, walking children and dogs, etc. to enjoy the natural surroundings created by tended gardens, etc., birdlife and squirrels in this area close to downtown.
- So far (up to phase 3) I've seen nothing that addresses the footprint of a structure relative to the property it's being built as. Example, houses destroyed in the 2013 flood have been replaced by huge homes from property line to property line with virtually no front or side yards. Currently there are several open "low rise" structures (MacLeod Trail, S. by Henninger.)(5th Street SW near Western Canada High School) where the builder is maximizing their profit plunking their building property line to property line. This is not in keeping with our area which up until now has been very "green" trees... Lawns. Further, these new structures open (low rise) have cement, underground parades, and over that is wood!! Wood floors/wood walls/wood balconies. This will ultimately cost all

your citizens more tax dollars when the structures go up in flames. Where are your guidelines demanding even minimal amounts of cement. I can hear it now... "But it's more affordable in wood... yeah, for the builder to build and sell for profit. It's not more affordable to the city overall. No wonder city council is not popular.

- Do not allow four-story higher density housing on 16th, 20th St. SW and Elbow Drive, three-story max should be allowed. This type of housing is not in line with existing housing types in the areas. This is too high, these are not major roads. This will create issues with parking, traffic, pedestrian, safety, and school zones at high traffic areas for kids. Schools are already becoming overcrowded, can these areas support this exponential growth in population. This will have negative impacts on all surrounding residents with decreased property values, shading, and privacy issues.
- I am OK with the urban form map, however, I don't agree with the building scale map. Scarboro already has a low modified building that has created shade for most of the day, caused parking problems on Scarboro Avenue and multiple complaints about weeds, poor landscaping, and rental issues involving on many occasions, police. The map indicates low and mid building scale, all along the periphery which will cause more parking issues, shading and loss of tree canopy.
- You show low modified housing to full storeys allowed on 27th Ave. SW – 30th Ave. SW between 14th St. and 19th St. This area should be "limited" as there is nothing existing that exceeds three stories. Allowing larger buildings will distract from the neighborhood, eliminate access to sunshine and result in parking issues with an increased number of residents.
- Nothing west of 4 St in Rideau Park should be neighbourhood connector (yellow). It is neighbourhood local (light yellow). North and south sides of Council Way should be neighbourhood local, not neighbourhood connector. Elbow Drive should be limited building scale – 4 storeys is one too many.
- 33rd Ave. between 19th St. and 14th St.: changed the neighbourhood connect, maximum four storeys height. To keep promises made to citizens of Marda Loop in 2019 (recent) in main street consultations. This area was designated as primarily residential north side of street max 16 m or 4 storeys. Southside five stories. This is necessary for public trust.
- 32nd Ave. between 19th St. and 14th St.: northside change to limited scale height, so both sides of 32nd St. can be residential and match. Mixed use buildings prohibited in neighbourhood connectors. Old building scales to be accompanied by height maximum. Otherwise developers use toll floors mezzanines to get around the rules. Design standards for Marda Loop - we need better not more.
- No change.
- Low modified – not low 4 stories!? Back door changes to increase density.
- (1) I think it's a wonderful change, I think even more low to mid rise pockets of development would be greatly received by residents, walking to places instead of driving as life-changing and keeping young people in the city. (2) additionally, more permits to open shops/bars/restaurants in existing houses (as is being done on 34th Ave.) is a great way to keep character, cost, and achieve revitalization goals. (3) also, more of this street design would be great (pictured). (4) more designated outdoor/patio space.
- Yes, new development on Elbow Drive should restrict commercial to ground floor only. Neighbour connector/low-modified does not specify this. (unlike neighbourhood

commercial status). Heritage requires little commercial as possible, ground floor only please.

- This up zoning is ruining our street and community. Two bungalows at the end of our street have turned it to 16 homes. The infill beside them will be looking at a big wall from the front of the front yard all the way back to the end of the backyard. Beside them now is housing too big block units that looks like an apartment complex housing on the corner without the basement. Suites would've been fine structurally more in line the rest of the street homes would fit nicely.
- Your urban development plan is flawed. It will not reduce the cost of homes. If a developer is building in an existing neighbourhood that is well kept, close to downtown, the prices will remain elevated for all new builds. You only have to search new builds for sale and see the prices. Older established communities will lose their charm. No one will want to live there for fear of a multi home complex being built next to them. We live in Park Hill, which already has infill and blocks.
- Too much concrete. No harmony and Balance with nature. Nature is not a place to go, you/we are nature. We need to live in it.
- No, we are not in favour of map 2 proposed changes for the area we live in. R1 was what we purchased - densification to low modified would not be welcome in our already busy area. Schools, athletic field, golf courses, retail, water treatment plant— it's busy enough. Densification north of 50th Ave. impacts the ability to get in and out of our neighborhood.
- Remember hours and thousands of people who presented concerns on blanket rezoning? Doesn't matter what input we give, you do what friends of City Hall tell you!!! Waste of time and \$\$\$\$.
- No more development on the designated single-family home areas (white areas) on map. Let the areas indicated continue to reflect Calgary's historic character.
- The South portion of the homes/lots on 40th Ave. SW are mislabelled as Parks/open space (dark green). This is private land. All of the homes/property lots were backyards back onto the river correct (Roxboro, Riverdale and the rest of East Elbow Park). Our properties are not exceptional. This should be neighbourhood local (yellow) from the street to the river.
- Re: Map 2 building scale. The proposed 12 story apartment West Safeway is now would too unacceptable to most residents in Garrison Woods Manor. It would block the sky for those on the north side and dining room view, plus create further busy traffic in the area. What would happen to Safeway?
- a) draft urban form map: our home is in the light yellow area "areas with the range of different homes and home-based businesses". Our home, as well as most homes in Elbow Park and Mount Royal are all single-family homes – there should be another colour shade that represents the agreement and zoning deal that the homeowners had when they purchased their home to begin with. Shameful. b) draft building scale map: our home is in the light pink area "buildings are up to three stories and small scale, single detached, semi detached or rowhouses." We did not spend a lifetime of hard work, purchasing a home and Elbow Park just so we could live next to a three-story building, row, homes, or anything else other than a single-family home. We purchased our home to enjoy our neighbourhood with low density housing, plenty of sunshine in our property, and the mental well-being comes from easy access to a private backyard.

- I would like to reverse the blanket, rezoning and return to a process with City Plan, as are thinking through these questions of providing solutions within the guidelines that maintain single-family dwellings within communities. We need city planning professionals that respect the communities which are established. Think outside of the box to design affordable housing that is integrated with communities. Look at Sarcee Meadows on 37th St. SW for an excellent example. It has green space for people living there. When I look at the incoherent design in Marda Loop, I feel the other communities will fall to a similar fate. This really needs to be taken into consideration to ensure we have a beautiful city that we can all be proud of for generations to come. We need trees and green space. We need infrastructure. We need affordable housing.
- To preserve the character and best serve the young families in their adjoining streets, the development proposed south of 14th St. and on 33rd Ave. should be focused on “neighbourhood connector” and – at highest – “low modified” building scale. Any Sych stories or Ohio residential building should be near an existing park or natural area will be accompanied with a new proposed park or natural area. The proposed mid to high building scale on 14th St. and on 33rd Ave. do not achieve this and should be scaled back and/or relocated.
- Difficult to see how a 4 to 6 story building can be built along 17 Ave southside without taking Scarboro properties.
- I think the low modified should be kept out of the housing area as it devalues the existing homes, leads to increased traffic + parking issues, and isn’t safe for children. For example, no 4 story or higher buildings in the 29th Ave. and 17th St. West area. It should be “limited” only.
- I do believe the scale map on page 12 regarding scale size of buildings is too extreme in regards to the two blocks adjacent Macleod Trail north of 25th Ave. SW. Having maximum on highest zoning next to low rise current zoning seems way too much. Midsize zoning in my opinion would be lots. I realize this area is convenient being LRT station – but from there you can walk downtown and generally do not need LRT.
- Yes – colour differentiating not strong – actually became really confusing. 33rd Ave. and 34th Ave. SW between 20 Street and 22 Street SW for example there is high commercial and residential but not truly depicted on these drafts. Our taxpayer money created “only” this? It’s not strong or vibrant/thinking.
- Six stories is not “low” scale. Limited build scale should be single/two-story. Low: three stories and up mid: six stories and up. (please see European cities. They rarely build higher than people can walk up/downstairs except in city cores).
- Not sure if changes needed, but should consider city taxes/resources needed to build/maintain 25+ story buildings. Study show that skyscrapers are expensive to maintain and are not as sustainable as <12 story apartment builds.
- I think you were allowing buildings and Lower Mount Royal to be too high. Having tall buildings in Lower Mount Royal would just make it an extension of Connaught.
- No, it’s a good starting point for discussion.
- High-rise buildings are more suited to busy traffic streets like 14th St. and fourth St., south of 17th Ave. than tree-lined streets like 18th Ave. SW. Western Canada high school property is not publicly accessible “Park and open space” and should not be represented as such in the draft urban form map. It is a permanently fenced off educational property that is neither open or a park.

- When our neighbours strongly believe that the blocks west of 22nd St. between 33rd Ave. W and 26th Ave. SW should be limited scale versus low modified as proposed. This would allow for the existing residential character of our neighbourhood to be preserved. There are plenty of other densely proposed areas in the new plan and there should not be one of them.
- Portions of Scarboro are excluded from the heritage guidelines, specifically along the 17 as SW, and homes on streets that intersect with 17 Avenue SW. I do not think that 4-6 story buildings should be built there as this will significantly affect the homes and backyards that these will overlook. It will also affect parking for current residents since more people will live in the area and most people in Calgary rely on cars for the transportation. Buildings along this corridor should be maximum three stories.
- Stop! You can't get it done! You are destroying the character of our communities – Heritage, mid century and new.
- On 34 Avenue SW, west of 20 St, building Heights are < 16 storeys but it's indicated that it can higher. That's too high. By putting in buildings around 16 storeys you're taking away the charm of Marda Loop. The traffic is currently a nightmare – it would be exponentially worse, plus, there is no infrastructure to support it: extra buses, parking, etc....
- Yes. 27th St. SW between 18th St. SW and 22 Street SW should be modified to reflect limited size building rather than low – modified building. The area is already overcrowded with car on the street. The alley is limited with numerous cars and garbage bins. Private properties are using the street as their garage and the garage as sheds! How is bigger size buildings tackling protecting the environment by reducing emissions? It's doing the total opposite! Big buildings are cutting down trees, getting rid of grass, bushes,...
- Disagree with 27 story buildings next to the river. That area is already max'd, parking will be worse: it's a previous flood area. The fancy area west of Cliff St., E of 14A has giant homes that aren't accessible to the majority. Disbursement of high-rises is skewed: should be more spread out instead of concentrated in a few blocks. I have a major concern with parking. As an owner, who is paying property tax with my mortgage, I should not have to pay for a permit. Renters in the area should!!
- Changes: 33rd Ave. between 14th St. and 19th St. maximum height to be maintained 18 m as per main street zoning recommendations from 3/4 years ago. Three-story (12 m) maximum height in the flex zone. Do a car out to retain _____ in the Marda loop area redevelopment plan. Maintain 33rd Ave. between 19th St. and Crowchild as a neighbourhood commercial Street (neighbourhood connector) not an urban street as per development plan. 17th Ave. and 14th Ave., which are lengthy major collector/transit streets. Recognize that 33 and 34 Avenue as outlined in the MLARP create a commercial node (not a lengthy commercial Street)..
- Marda Loop is a disaster of never ending construction and detours and multiple construction events when coordination could've result in things being done once. The fabric of the community has been destroyed by densification and now with streets better suited to four-wheel-drive vehicles.
- Make all structures in heritage areas – single-family.
- Make no structures other than single-family homes to preserve heritage.

- Not enough parks! And City Hall wanted to sell off Don Taylor! Not sure what “neighborhood local” means – is this your idea of housing? This conflicts with many restrictive covenants how will you address this? Three stories!? Semi detached!! No thanks.
- It should remain as is currently proposed, except that the city should recognize to retain more green space for vegetation and urban tree canopy. Incentivize tree retention!
- Multi family building should always be on a bus route or LRT. To me it was a very sad day when you remove the single house areas. Homeowners have no protection to what is built next to them. Very sad!!
- (1) 22nd St. SW between 26th Ave. and 33rd Ave. should not be a neighbourhood connector given the school and playground zones along this route. Therefore, it should not be high activity nor should it allow “low modified” building scale – it should be “limited” only. (2) 34th Ave. SW to the west of 20th St. to Crowchild should not allow high/highest building scale as this height negatively impact south and west sun for homes north and south of this location. It should be “low” as a maximum (6 storeys max.).
- It seems that possible low modified development on the west side of Elbow Drive could be at odds with Heritage guidelines.
- None (for my community – Sunalta)
- I would like to see a focus on density which would preserve parks and green spaces.
- It is inappropriate for southern 17 A St. in Bankview to have buildings up to six stories. Low modified is more appropriate. Reasons: 17th Ave., a major thoroughfare,, is low modified in Scarboro. 14th St. ,a major thoroughfare, is low modified in parts of Mount Royal. 16th St. and 20th St. are not even low modified despite the built form being similar to 17 A. 17A's current state is entirely three stories except at the intersection of 26th Avenue. Slope of Southern 17 A means those of it could be shadowed by the equivalent of an eight story building. The density applied to southern 17 A St. is not proportional to that applied to similar or busier streets. Not equitable.
- I believe the time spend on these local area plan maps shows well organized thoughts and models.
- Please do not permit buildings with greater than 18 stories anywhere in this area – particularly the area east of 5th Street and west of the river. I'm concerned about shading/lack of sunlight in this area. Building higher than those already existing will make this worse. I don't love how tall the buildings are now, but please nothing higher.
- We do not believe there is a need to exceed the six story limit of a structure anywhere in Mission or Cliff Bungalow. There is a uniqueness of community that develops in low rise areas that is lost in the mid to highest developments. As a longtime resident, there is a community in the area that we have which was not evident in the other subdivisions, we have lived in in Calgary.
- I don't want high or high-rise buildings along 17th Ave. or in Mission area. This would lose the character of those areas.
- Yes. Too much density creates severe problems: too many people, increased traffic, no parking, increased crime, deterioration of the streetscape, shadowing on the streets. Listen to the residents! We pay high taxes!
- I would like to see a view of the plan map that clearly outlined the neighbourhoods so it was easy to look them up.

- Area between 14th and 16th St. and 34th to 36th Ave. is currently limited to low – modified scale and should stay that way. 14th to 16th St., 36th to 38th Ave. currently limited scale and should stay as such. 33rd and 34th Ave. should not exceed low scale. These areas have already been extensively redeveloped. Increases to scale at this stage could reduce desirability.
- I am open to larger/taller buildings in more areas.
- We really do not understand why you're asking these questions as we have previously said that we were not supporting the blanket resigning, which is at the core of these proposed elements. Our area has been identified low – modified, which will surely destroy the character and flavour of the family neighbourhood where residents longtime residents who have invested their life savings into their properties. Four plexes have no place here. The quest for affordable housing is not going to get people into pigeon holes. As we have seen in our neighborhoods, developments, built for affordability have not been affordable by far. If \$2900 for 800 ft.² is affordable, I do not know where the city is coming from. In this instance, people come and go. They sign a lease for one year and move out. It does not resolve the housing crunch.
- First and foremost, I believe the current 1911 CPR restrictive covenants in the upper Mount Royal should be honoured by the City of Calgary and remain in place to preserve the character of this “garden community”. As such I believe the east side of 14th St. SW south of about Prospect Avenue(at the end of the forest units) down to about 38 Avenue SW should remain as “neighborhood local” on the map and maintained as single family. That is not incompatible to “neighborhood flex” on the west side of 14th St. SW given the current development on that side of 14th St. SW. Furthermore, the open “neighborhood connector” designation at the junction of Prospect Avenue, Frontenac Avenue and 34th Ave SW and East side of 14th St. SW should remain as “neighborhood local” on the map. Similarly, the full length of 5th Street SW from 17th Ave. SW and all along Elbow Drive SW to Sifton Boulevard SW and along Sifton Boulevard are currently single-family homes many of these which would qualify as heritage. It is completely incompatible to designate these as “neighborhood connector” and allowing higher density. This should remain “neighborhood local”. The above changes will serve to maintain the character of the upper Mount Royal area and areas east of this west elbow, by maintaining some much-needed heritage and charm, and the massive tree canopy and associated carbon dioxide sink that this community offers. A city that does not preserve areas with unique heritage and substitute with blanket. Rezoning cannot be considered the first class, after, liveable city.
- The area east of 16th St. SW, and north of 40th Ave. zoned as low building scales is over densified in my opinion, and will lead to excessive impact on the residents of 16th St. SW. Max up zoning of low–modified, would better suit some of the character of Altadore and Marda Loop. I believe further considerations required for an E travel from North Glenmore, Altadore, and surrounding communities to areas such as fourth Street SW. There are no east/west connections from 16th St. SW to Elbow Drive, but increasing volumes of traffic. This push huge traffic flow onto 16th St. SW, north of 38th Ave. SW 19th St. SW should also be considered a connector to mitigate/distribute congestion on 16th St., a residential street with three schools and two parks.
- I believe major changes are needed. In particular, regarding the area along 17th Ave., which is part of Scarboro, the Heritage guideline proposal calls for excessive height and density for this area. The proposal envisions 4 and 6 storey buildings all along the 17th

Ave. community boundary. This and the related main street setback area would overshadow and encroach upon the adjacent areas of the community. Again, our community merits and requires special consideration to preserve its unique character, and should not be subject to the very general and somewhat arbitrary nature of blanket guidelines.

- All cemeteries in Erlton are depicted by colour light blue, indicating private institutional and recreation. (Indoor and outdoor recreation facilities on private land). This is incorrect. Cemeteries in Erlton must have a clear definition and designated colour not to be mixed with vague description. Presence of cemeteries is unique to Erlton and has to be addressed as a standalone subject. People of Erlton have stated that cemeteries must not expand beyond their fenced footprint of 1985. This matter was incorporated into the Erlton ARP. Since then there has been a breach by Saint Mary's, adding 80 burial plots without any consultation with Erlton. The Jewish cemetery demolished the house and fenced it, but it became part and parcel of the main cemetery. It appears that the wording in the Erlton ARP was inadequate. The Erlton LAP must address this matter clearly and once, and for all put a stop to further expansion of all cemeteries. The dual growth potential of Erlton for the living and dead cannot be allowed. In support of aforementioned the Erlton community has received a letter from the Jewish cemetery committing to not expand into the empty lot at 32 30th Ave. SW. This letter needs to be incorporated in the Erlton LAP and similar document must be obtained from other cemeteries.
- Since Scarboro is a very small community and 17th Ave. is a "very large" edge condition. It impacts more of the community than typical. The city needs to review the topography and the slopes from 17th Ave. to Salem Street in order to establish a reasonable building height. Buildings of more than 2 or 3 stories will overshadow the heritage homes on Salem Street. Nothing higher than four stories should be approved along 17th Ave. That is too high given the topography. Moving 17th Ave. to a "neighborhood flex" model is too large a change for Scarboro. Since parking is limited, it can not support commercial businesses. I am very worried about the city not including the homes adjacent to 17th Ave. in the Heritage plan for Scarborough. These 16 homes of vital protecting the edges of our community, and in most cases, they are worthwhile heritage assets that need to be saved and protected.
- On Neighbourhood connectors, limit heights to three stories to preserve community character, align with infrastructure capacity, encourage community interaction. the neighbourhood connectors include 16th St., 50th Ave., 54th Ave., 20th St., Elbow Drive. Limit height of building 34th Ave. to 38th Ave. SW to four storeys.
- I strongly disagree with increased densification of our neighborhood. This has even with "low" six story buildings there has been increased traffic to established neighborhoods, stress on infrastructure and an effect on quality of life. Strategic allowance of no more than "low modified" only is perhaps acceptable.
- Please keep the entire length of Elbow Drive of the West Elbow communities under the "limited" building scale. There are many character homes along with bike/walking paths, the river scape, and a park. It is an enjoyable experience, especially because of the playground zone. Keep this gem at three-storey buildings, keep it as quiet as possible. Allow Calgary to have some character and historical tone!
- I am very much opposed to the densification (which seems to be forced on us) in the older neighbourhood such as Elbow Park, Mount Royal, Roxboro, Rideau Park, etc. for

example, buildings of less than equal to four storeys have no place on Elbow Drive in the older communities.

- Fourth Street SW in Rideau/Roxboro should not have commercial use – unfair burden on our neighbourhood. Third Street SW cul-de-sac should not be a neighbourhood connector. Fourth Street SW Rideaux/Roxboro should be in “limited” category, not “low – modified”.
- I believe that changes to the draft urban form and building scale. Maps should definitely be considered. Regarding commercial resigning – why is there commercial development plan for Rideau Roxboro? It is the smallest community – other communities like Mount Royal and Elbow Park have had these designations removed. By leaving Roxboro with commercial designation, you have placed an unfair burden on our community. The commercial designation should not be considered for any of these communities. Secondly – I am concerned about the redesignation of 3rd St in Roxboro as a neighbourhood connector in the draft urban form despite its removal from low – modified Category draft building scale. This inconsistency concerns me as it raises concerns about future commercial development. The redesignation should be removed to Avoid unintended commercial expansion. By addressing these issues, the city can ensure a more equitable and consistent plan for all these heritage communities.
- What urban plan are you talking about? First, change the asphalt in the city. Second, in the winter start removing snow from the streets. Third, add salt to the stones, which you throw on the asphalt in the winter so that the snow melts faster. Fourth, move the freight train from the city center. You are not able to do elementary things and you ask questions about the urban plan.
- We are totally against the proposed density building scale proposed in elbow Park, Rideau Roxboro, Mount Royal, Altadore, Mission, and South Calgary. Existing lot sizes and should be maintained. Building footprints could be expanded slightly, but still maintaining the single-family home model to a maximum of three stories. There is plenty of demand for this type of housing and all these areas with significant turnover. On our block alone families with over 14 school-age children have moved in over the last three years. Proposed phase 3 density will destroy the nature of the neighborhood, reduce tree and vegetation coverage, destroy wild habitat, created drainage, parking and traffic problems while driving up the cost of real estate as occurred in many cities, most notably Vancouver. Only a handful of developers win. There are many areas in the city close to transit, major roads, and places of denser employment that can be rapidly developed for lower cost, and higher density development, including: Midtown station; West Village; East Village; University District; several locations near Canada Olympic Park; and around many existing and proposed LTR station (midtown being a good example). There may be some allowance on these streets for some limited retail or commercial conversion, but it should be retrofit of existing homes (many examples do exist in the city) or in buildings that match the design of the existing neighbourhood being of similar foot height of existing housing stock. Retail does not need to be in new 4-6 story boxes developments.
- Refuse any new development: along Elbow Drive from 4 St. to the Elbow River Bridge, and all the way to Southland Drive. Along 4 St from Roxboro Road to 30th Ave. Anything east to 14th St. – encroaches into Mount Royal on Prospect Avenue, Council Way or 34th Ave. Mid and higher in Mission west of Elbow River low and higher in Park Hill. High on 17th Ave. and 19th St. High on 34th Ave., West of 20th St.

- 14th St. is an important traffic flow route. Allowing significant development on this road as per maps will lead to significant roadworks – as we have seen on 33rd Ave. for the last few years. Digging up this road for new water/sewage and gas supply every time a new development is constructed will create havoc with city traffic. Period. Any redevelopment of this road follow strict city-enforced schedule. The proposed density is too high.
- I live on 16A St. in a multimillion dollar detached home three homes now reside on what was two lots; therefore, density has been increased already and each is two levels. I think enabling four levels to back onto our alley on 16th St. is too high and wrong. Two levels is fine and is in keeping with the area. You've already market valued our homes and increase the taxes, respectively, to have the potential for four levels will depreciate the value of a multitude of homes along 16A St. Please reconsider.
- Yes. I do not think the neighbourhood connector Elbow Drive from Garden Crescent to the Elbow River should include "small scale local focus commercial". These areas should be residential only. The building scale shows higher density (27 stories) in the Holy Cross hospital site and high density and adjacent lands to the north. That's too much density for that area. It should be mid density at the highest.
- I don't think there should be commercial: on Elbow Drive between 40th and 38th (no parking); on Sifton between EPS and Elbow Drive (residential area); on 34th E. of 14th St. (residential area). Building scale – I don't think there should be "low-modified": along elbow Drive on fourth Street south of the river; on 34th Ave., East of 14th St. These are predominantly single-family, low density communities where many people aspire to live (as is). There is enough density elsewhere in the plan, so stubbing in these little small areas is overkill. I also don't think there should be multifamily housing along 42nd Ave. east of the existing commercial. Again, this is a single-family neighbourhood and there is enough dens of the elsewhere.
- In Roxboro, do not designate the neighbourhood connector category for both sides of 4th St. We don't need any "small scale commercial" activity. We have all the commercial we need across mission bridge. Similarly no "low modified" buildings on either side of 4th St.
- Mid to high buildings on West End of 17th Ave. Southside, just west of 19th St. – site of LDS Church) seems excessive. Why such a pinnacle there, when everything else is low modified to low? Concerned about increased traffic through Richmond – Knob Hill the extra density will bring too. Same concern re-"low modified" along 25th Ave., between 26th Ave., Park and 18th St. (Park = playground zone, 30 mph). Also side-by-side 4 storeys would start to shadow the street.
- Yes. The overall draft urban form and scale for the majority of Mount Royal is noted as buildings up to three stories, including semi detached and row homes. It is in conflict with properties that currently are under the DC zoning for the estate areas of upper Mount Royal. This is also in conflict with the restrictive covenants, which are on the majority of the properties in upper Mount Royal. These will be enforced.
- Density at Altadore 20th St. and 16th St. is still way too large. You've not mentioned a plan for schools. The school already sends its kids away so why on earth would you add more? 4 story buildings is way way way too tall and unsafe for a residential area. 4 story buildings will create shadows and remove all charm. Also transit sucks.
- We have massive concerns about the city's ability to ensure there is adequate: utilities, e.g. water; parking/traffic/congestion; school capacity/class sizes for a good education.

- Flow of traffic I think is important. I wonder if permanently making 33rd Ave. And 34th Ave. one way would help? Also anywhere to improve parking. If a home already has access to a driveway, or garage I don't think they should also have permit parking in front (example 30th Ave. between 16th St. and 15th St.).
- As evidence by blanketing, I believe these inputs are nearly optics in the city has no intent of listening to its citizens. So I'll save my time.
- Parking for vehicles is an increasing problem in our neighborhoods. New construction only requires 50% parking created for the number of new units. Creating enough parking now i.e. one per unit. If in the future, no one has a car, then these parking spaces can be used for storage, another room or whatever. Today, even if someone doesn't drive in the city, they have a car for driving outside the city, so a space is required now. Quick, making our streets into parking lots and ice. So, the suggested urban plan isn't great without enough parking.
- No.
- The neighbourhood connect to category between Sifton and fifth Street need to be changed back to neighbourhood local. This is a local neighbourhood area with much pedestrian traffic and school kids crossing Rideau, Elbow Park, Earl Grey, William Ridge. This is absolutely not an area to densify and the area south of Mission needs to be recognized as a family/school/pedestrian living community that it is. The draft building scale for "limited" needs to be changed as two-story single-family dwellings. The blanket rezoning needs to be rolled back to what was in place when we made the decision to buy, invest in and live in our community. Add category below "limited" called "original" and rollback this unwanted and drastic change to our community!
- Of course you should consider cancelling all these ridiculous proposals. Build your low-cost housing somewhere where it can apply like around South Calgary campus hospital. Develop there, build school, extend LRT, make it affordable!
- These two maps are difficult to understand, perhaps easier if they were presented in smaller areas such as communities. We've been told that co-op will be building towers for housing and retail from 20th St. west between 33rd Ave. and 34th Ave. Marda Loop has been in upheaval for the past two years so why was this not discussed with the construction undertaken over the past two years? This is not a transit oriented hub so what is the rationale for approval? There have been several buildings throughout the area built in the last few years (when guidelines were ignored) and are advertised as luxury rentals (not affordable housing!)
- I don't agree with the increased height along 27, 28, and 29th Ave. SW in Erlton. I think the use in Erlton is spot on. Neighbourhood local, flex and commercial seems appropriate. The height and use on 25th Ave. is perfect. It could also be similar in height and use along McLeod Trail to the south. More sensitive densification along the avenues Would be better use and appropriately four units with secondary suites (27, 28, 29) between Erlton Street and Macleod Trail.
- I think lots of the additions of uses seems appropriate along major corridors. Some of the increased height are too much and could be lowered in the area of Erlton, those heights are too much. Especially 27th, 28th and 29th Ave.
- Focus on Sifton Boulevard (39th Avenue SW) west of elbow Drive. Two blocks west of elbow Drive our heritage areas – between 38 Avenue and 40th Ave. parts of this area are shown proposed to be urban (map 1) or low modified scale (map 2) up to four storeys. These proposals should not be implemented.

- No, I think that's OK.
- The area between 30th Ave., Mission Road makes no sense as a connector. Given the small scale of Roxboro the east side of 4th St should not be considered a connector.
- The north side of 17th Ave abutting Scarboro should have no more than "low-modified" building scale. Because of the strong heritage as part of Scarboro, anything larger than 4 storey would take away from the Olmstead architectural design of the neighbourhood. And because of the sloping landscape of Scarborough, tall buildings would completely overshadow the "Garden City" movement, with which Scarborough and Mount Royal were designed.
- Overall draft urban form scale for majority of Mount Royal is noted as buildings up to 3 storeys. The following changes should be made to comply with this standard, with a view to preserving the unique history of Mount Royal: limit height of mixed use along 14th St. SW between Council Way and 17th Ave SW. Reduce height of multi-residential along Premier Way from 14th St. SW to Cabot Street SW. Ensure buildings along Council from 14th St. SW to Carlton Street SW comply with draft urban form/scale.
- You keep asking and we response and you ignore and never reflect the feedback. Why bother?
- Yes. You have arbitrarily and inadvisably distinguished and discriminated against different streets in Upper Mount Royal. We live on Carleton Street south of Prospect Ave. Like the rest of Mount Royal, this should be zoned single-family dwelling – not three-storey buildings. You are destroying the unique character of Upper Mount Royal and our tree canopy. We don't need a bus route in Mount Royal. Move that to 14th St. and 17th Ave.
- The proposal to have buildings of 27 or more stories along McLeod Trail and 1st and 2nd Street is not appealing. If we are trying to maintain Heritage guidelines, including big high rises over 14 stories doesn't make sense. There already is significant traffic in the area via 25th Ave., Elbow Drive and 4 and 5 street SW. The inclusion of very high buildings will significantly increase traffic. It will also change the "cozy" neighbourhood feeling of the area. Any future development should be maximum 12 stories, in my opinion.
- Elbow Park should not be up zoned. Stop this now!
- Do not agree with "lifecycle" sketches on page 5. We have been in our home for 47 years without modifying the basic exterior. The house is 100+ years old. Change use along 17th to "neighborhood flex" from 13th St. to 9th St. building form should have a massing setback at level 5. No relaxation on parking. All service space is screened within building site. Generally retail/office on level 1+2, residential on level L2 plus. Area between laneway on 17th Ave. would be mix of commercial and residential south of this residential only.
- Your draft map should be changed for Roxboro; 4th Street in Rideau/Roxboro should be changed to Limited and Neighbourhood local to remain consistent with our historical neighborhood. Also, there should not be more density in the floodplain.
- Maintain any natural areas. No construction at all in these areas. More flashing lights at any school or Daycare area.
- Yes, change should be considered. In particular, the proposed "low modified" designation on Council way between 14th St. SW and Carleton Street SW is ill advised. That stretch is equally part of the upper Mount Royal community, has only single-family

houses and is intimately connected to the Heritage guideline areas of Joliet, Vercheres and Alfege. You cannot both claim to want to preserve the heritage aspects of the community while simultaneously changing the entire nature of three blocks of the adjacent council way. Similarly, the section of premier way between 14th St. SW and Cabot Street SW back onto Heritage homes and the redevelopment of those single-family homes to four-story blocks will negatively impact the community character and style.

- The plan to build multistory units along 17th risks turning what is currently a popular walkable Avenue into another 4th Ave, cold, soul-less and unpopular. A line of continuous multistorey units may be great for city tax revenues, however, with limited natural light on the south side of the avenue it will become another downtown blot. Plus, where is all the vehicle traffic going to 17th is already overloaded with cars if anything 17th should only be developed along the lines of Stephen Avenue.
- This area is already too busy. I am completely against having high-rises in the area. This used to be a quaint neighborhood. It has turned into a construction zone. We currently can't enjoy our local businesses due to the massive construction and it makes me want to leave the area I have loved and called home for so many years.
- Pitting the haves and have knots against each other so it seems Scarboro and Mount Royal are safe. Some roads have covenants/restrictions not marked. I doubt in 30 years. The three-storey homes now being built will be torn down for four storeys (i.e. along Richmond Road.) let's hope not. Four storeys greatly impacts the neighs behind adjacent, etc. "there ain't no sunshine..."
- Urban form: prefer a "neighborhood connector" class on the east side of 14th St. (between 17 and 34 Aves.) where "neighborhood flex" is proposed as it degrades property values on the homes backing onto these properties. "Neighborhood local" along 20th St., (between 38 and 50 Avenue on the West and East side to maintain the neighbourhood character and insure safety for the numerous schools along that route. Draft building: I would like to see only low and low-mid rise buildings not mid plus high-rise buildings on the south side of 17 Avenue between 14 and 4 street. The alleyways between these buildings have a tendency to provide shelter for homeless and a growing population of our citizens with drug addition issues who are intimidating and disrespectful of our streets + parks.
- Houses along Elbow Drive and 4 street through Rideau/Roxboro should be designated as "neighborhood local", not "neighborhood connector". No clear designation for Holy Cross site but designated as "highest" on p.13. The site should never be designated higher than a " ". High-rise buildings on this site would be completely out of place and an eyesore that would contribute to higher traffic volumes.
- Changes needed: we should have nothing higher than 17 stories outside downtown in the beltline, because comparative scale matters, and sunlight is vital to our quality of life, the super tall buildings would be too close to two or three-story residences, there are narrow roads open (+ sidewalks). For all these reasons, nothing taller than 12 stories should be allowed along the commercial area of 4th street, nor on the south side of 17th Ave. "Local retail" should not be allowed on Elbow Drive between 5th Street and Britannia, North on 4th Street in Rideau Roxboro – in both cases, local retail opportunities are very available within walking distance.
- Looking at both drafts (maps 1+2) I feel that all colour codes should be reduced one step in the region of North Glenmore, 50 Avenue, 54 Avenue and 20 Street SW. Primarily

because of the reduced available access, due to the lack of roadways into an out of the region. 54 Avenue is reduced as it is now and all that is left are points on 50th Ave., (21, 20, 19 Street SW). Plus the redesigned Glenmore athletic Park will see additional use, demanding higher access capacity. Entrances to the region will be become “choke points”. Propose projections of needed population densities will I feel, less, because will economics will evolve. Much like some European countries which in essence have ZPG. Economics will function quite well with sustained populations.

- Erlton! 22 Avenue to 25th Ave. should not be slated for 27 storey buildings or higher. This is a small community and unable to host this scale and # of residents. The infrastructure cannot support it. The building should be no higher than 5–6 storeys as most are now!
- Please refer to my comments above regarding size and footprint of new structures. In addition to impacting wildlife and shading/cooling benefits of tree canopy, new buildings and densification is taking away all green space and over towering homes that already exist here. From my front window, I can look in one direction and see vibrant gardens, and wildlife activity. In the other, I see only large building/homes with the green space and devoid of life. This is not the neighbourhood I chose to move into 11 years ago.
- I think it is extremely important to consider traffic flow based on the density plan from Mission Road. Please look into or conduct the traffic study at Stanley Road SW and 40th Ave. SW. For some reason this access to park is barricaded resulting in constant U-turns in this area so the people can access Parkhill from 42nd Ave at 1A street. It only makes sense to me to open Stanley and 40th to help reduce the traffic on mission Road, especially as we increase density. I have inquired many times about traffic and parking concerns as density increases and I did not feel the city has done enough research. I was told to cut my household cars down to one car – this is not an option for my family.
- City – you are dividing Calgary. Community.
- Yes, change rezoning draft of these 12, 16, 27 story buildings in South Calgary/Garrison and areas. No alignment to what/how/or who lives in these areas. Keep zoning at the existing 5 to 6 story as complication/congestion with high-rises in “quaint walkable areas”.
- The map is good.
- We object to resigning. High-rises = must be built to codes that include cement form/frame. Increase which means tear down of family homes. Traffic congestion. More waste in equipment to clear it. Different weather patterns (shadowing).
- Change resigning draft back to 5 to 6 story buildings only. How Many People Live in Them. Unmanageable Otherwise. Object to High-Rises. Increase in waste/equipment to clear in South Calgary, Altadore, Garrison areas increase congestion. Increase in theft, increasing Enviro (shadowing from buildings).
- No high rises (12, 16, 26, 27, 19 story buildings). Object these build types. Keep South Calgary “quaint”, eclectic.
- Redraw so Elbow Dr., Sifton Blvd are only residential (neighbourhood local) and restricted to 2 stories. No commercial Elbow Drive and Sifton are very high traffic areas and pushing traffic into the neighbourhood (cut through). Higher density or Elbow & Sifton and will complicate this and endanger children and other pedestrian safety due to high traffic speeding through area.

- The area between 4th St. SW, 17th Ave SW , 2nd St. SW, 18th Avenue SW is listed as zoned for buildings up to 26 storeys. I would argue this is ill planned for the following reasons: this is a part of mission neighbourhood that is composed of many 6 storey or lower homes, a 26 storey building block mini views of downtown, as the building is not similar to other homes south of it. This would change the unique character feel of the smaller homes. The north side of 17th Ave. has higher buildings, rather than the south. I would suggest a zoning of six stories or less for this area. Is inline with similar buildings west of it. A daunting 26 story building would limit sun to 17 Avenue businesses, where a six storey building could not. A school is beside this lot, a daunting 26 storey building would not fit in. Thank you.
- I do not agree with neighbourhood connector designation on Elbow Dr., Sifton Blvd or 4th St south of Elbow River or 34 Ave at 14th St., or Council Way. These should be neighbourhood local. I do not believe that commercial is appropriate for these areas. Commercial is better located on 4th St and 5th St north of Elbow River or on MacLeod Trail. Similar to above – the same areas: Elbow Drive, Sifton Blvd, 34 Ave, Council Way, 4th St. South of the river should be revised from low modified to low. The Elbow Park, Rideau, Roxboro, community character, density, tree, canopy, heritage and essence. The existing community is working well and no major changes are needed. There is already a good balance of green space, access to commercial areas, walking, proximity to higher density. I do not believe significant changes needed in the West Elbow Communities.
- No multifamily structures on the East side of 14th St. SW. Tall buildings will cause a shadow effect on properties east of 14th St. making yards and parks in the area undesirable losing property value.
- I am against densification, and this is all about pushing it. First, look at our infrastructure it is failing. Roads, waterlines, electrical, park space, amenities, schools full. Needs to be taken care of first! It is all about having a great city to live in. Not about extra tax dollars!
- Any change in urban form categories should take into account traffic and waste disposal areas. Areas that allow for commercial development in traditional housing areas should have access to a back alley for garbage. The area along Mission Road/3rd street does not have adequate space to allow for garbage disposal, etc., at a commercial level, especially in the cul-de-sac portion of 3rd St. The communities of Elbow Park, Roxboro and Rideau already have access to a wealth of commercial development. Additional commercial development is not additive to the neighbourhood and disrupts the community's historical feel.
- Suggest allowing buildings with shops all along 33 Ave and 14th St. These are roads with transit and high volume use. It brings more business to area and allows Marda Loop to have a more inner city design that most people moving to the community desire. Such style of development (mixed use/commercial) is common in places like London and Paris and even Vancouver. These two busy roads are already not suitable for single/duplex/townhouses due to how busy they are. Suggest requiring section on 14 Ave between 28 Ave and 27 Ave to be changed to mid-level development with shops. Currently area is not well used and unsightly.
- Most important green area parks, trees are not planned, or destroyed. That is wrong. The congestion on some of the roads are terrible. Roads are too narrow, no roundabouts. Why we spend money on so many traffic lights? People have no helpful commute, so have to use cars. No parking permitted and parking prices way too high

when you find any. The construction makes traffic impossible. There are not enough workers and the quality is very low. It is not right. The city says if you don't like it go to court. Are we trying to help people with affordable housing – no! – Or are we trying to help lawyers get richer, court cases happen?

- Disagree with allowing low modified buildings along Elbow Drive, from Elbow river to almost 5th St. Mostly Heritage homes on Elbow – gives character to the area seems counterintuitive to allow up to four-storey buildings in that area when goal is to preserve the “Heritage” Areas.
- The “Limited” designation on map 2 for Scarboro needs to be removed. We opposed blanket rezoning, and will enforce the Anderson caveats through the courts to protect the value of our community and the homes we have work hard to acquire. Remove the “low modified” designation along 17th Ave. between Crowchild and the east entrance to Scarboro. Four-story buildings will destroy the privacy of the homes to the north of such buildings.
- Yes, why would you build a 26 storey high-rise where Safeway is. Our area is going to look like a concrete jungle along with a 15 storey building with not enough parking stalls in that building between 1st and 2nd St. on 26 Ave. It will most certainly bring down the value of the luxury condos nearby. Who needs more cars parked on the street. This is absolutel crazy. We also love the Safeway that is nearby. I am disappointed the City of Calgary would even consider this.
- We are deeply opposed to the 26 story building proposed for 20 Street + 34 Ave. There would be a huge population increase and more years of traffic disruption, which is already congested and chaotic – and has been for 2+ years + is getting worse. Street parking is already a nightmare, especially for service people – streets are often randomly and illegally blocked by trucks and trailers of tradesmen – only adding to the frustration. As homeowners, when repairs need to be done on the home, it is already getting more difficult for contractors to park near the home.(More time needed to access truck/tools).
- These look good. With most of us having grown up in single-family dwellings (since the 50s) changes difficult but necessary. Along Elbow Drive traffic corridor is optimal for higher rise, or medium (shadowing).
- This plan is antihuman. Just look at Burnaby BC. The skyline is polluted with buildings. People aren't designed to live in sky boxes. The sun never reaches the ground. Go build a “Denseville” in the burbs – connect it to downtown. That way people can live in dense if they want. You are ruining our city! Every tall building you approve destroys neighbouring properties. Contemplating leaving this stupidity and taking the jobs we have with it. Stupidity!
- The 17th Ave. to Cameron Avenue area should be restricted to 6 storeys max – preferably 4 – and who will pay for the upgrades to infrastructure which will certainly be needed for more residences. Parking – currently two parking stores are needed for each residential unit. That must not be changed. What physical barriers are planned to prevent residents in these new multi story buildings from driving through our neighbourhood and treating it like a race track?
- We love the idea of additional businesses in our already vibrant neighbourhood. We support population density to intern support these businesses. We appreciate the consideration and maximization of the tree canopy. (should be mandated with all new development) and bike paths.

- Consider access streets: e.g., we still only have one way in and out of our area (50th Ave. overpass on Crowchild Trail). This access avenue (for north or south travel) is currently swamped with vehicles from Central Memorial, the alternative high school, St. James school + Mount Royal University every weekday at 8:30 to 9 AM and again at 3:20 to 4PM. Also allowing Row houses (which include basement suites) means parking problems + more congestion.
- The proposed 27+ story building in Erlton should be reconsidered due to the lasting negative impact. It will have on our community period for years, residence of voice, the opposition to this development, and it's time to city and developers truly listen to the people who live here. What is the biggest concern the loss of natural light. A structure this tall large shadows, blocking some light from nearby homes. My home is already 60 to 70% dark for most of the day, as I am on the east side facing the proposed area, and this building will only make my living conditions worse. Additionally, my privacy will be severely compromised, as residence from the high-rise would be able to look directly onto my deck and into my windows. Traffic and overcrowding are other major issues. Our area isn't designed to handle such a significant increase in residents, more traffic will lead to congestion and place additional strain on local amenities and facilities like parks, schools, and healthcare services. I've lived in Erlton for more than nine years, and I've always loved the peaceful and calm atmosphere here. We have invested in our homes, our community, and our lifestyle, and that shouldn't be compromised by a development that doesn't fit the character of the neighbourhood. Our community also lacks green spaces, and Lindsay Park is already been reduced by the MNP Centre. Instead of more high-rises, we need more green areas to enjoy – spaces that allow us to connect with nature and maintain the community garden. Expanding green spaces would improve our quality of life and help preserve Erlton's unique character.
- The areas identified in map 2 as being "low modified" versus "low" building scale on 17th Ave. in Scarboro appear to be arbitrary. The striped form of legend for "low modified" building scale is very difficult to read for the area in Scarborough identified along 17th Ave. in map 2. It is important. that building scale limits are sensitive to areas where there are significant grades in topography. For example, having six story buildings along 17th Ave. that back onto homes on Salem Avenue is going to result in horrible shadowing and overlooking of existing homes.
- Urban form map – squeezing out the single-family home concept – which by the way, is what most people aspire to own. Adding mid to high-rise structures without ability to increase parking or roadways is a recipe for disaster. Developers should not be allowed to provide inadequate parking while squeezing evermore units into the smallest possible piece of land. The only upside here is for the developer.

3: Do you have any additional ideas for community improvements that would benefit the West Elbow Communities?

- Account for accessibility across all community settings and not just to transit station areas.
- Given the huge size of the Holy Cross site and its premium location at the heart of Mission, I envision a comprehensive planning site for multiple interlinked 12-storey buildings that respect and incorporate the historic elements of the existing heritage assets. By offering apartments, offices and commercial space that also incorporate underground parking and public spaces, they would truly help revitalize the neighborhood by increasing its attractiveness as a residential area and making it a shopping and recreation destination, especially given its proximity to an LRT station - access to which should be improved by a pedestrian bridge over McLeod - and the river! This kind of development would cater to the projected future population growth of the neighborhood while respecting the historic character of the Mission area, increasing the tree canopy and public spaces, linking them with the neighborhood's open spaces, improving accessibility and safeguarding the safety of the community.
- Roxboro/Erlton dog park is in serious need of upgrading and enhancement. It is a disgrace a city park- a mud hole in the Spring and after summer rains, and a dust bowl when its dry. The trees in the park need attention- one should not venture anywhere near the park when its windy- someone is going to be badly injured or killed one day with a falling tree or branch. It is wonderful to have the park there, but it is in disgraceful condition.
- West Elbow Communities are desperate for more public schools. Mission/Cliff Bungalow needs to re-establish a CBE K-6 school and/or a CBE 7-9 School. This would help immensely with the overcapacity issues at Rideau Park, Earl Grey and Mount Royal JH and would be an important part of the walkability and liveability for residents in the increasing density neighbourhood. The City of Calgary should be working to help secure land or a building in this area to make this happen.
- I fully support the core values, with a strong emphasis on non-market and low-income housing, especially of a high density nature, I support the emphasis on parks and green spaces, though these need to be developed with a focus on local plants and providing necessary environments for local wildlife rather than ornamental flowers or lawns, I think there needs to be a greater focus on bike lanes, specifically ones that have a wall or barrier protecting them from traffic, more frequent buses would certainly make using public transit more doable during winter, however, this is likely outside the purview of local community development. I also think more of a focus needs to be made on specifically daily necessities, such as grocery stores that provide general basics rather than boutique luxuries (Small stores that only sell wild boar paté or \$8 ice cream cones don't cut it). Aside from this, encouraged to see my values largely represented in this plan.
- Yes, slower speeds as more cars think the West Elbow Community is a race track rather than respecting those of us that walk, cycle and are travelling at neighbourhood safe speeds. I have put in 311 tickets for the safety issue on cars on Frontenac between 8th St and 10th St that speed and make the Marquette street dangerous to cross.
- This all looks pretty good to me. I do have one issue with the plan to add diverse housing forms. That usually just means that we are reducing single-detached homes. This area already has a low percentage of single-detached homes as it is. The West Elbow local area is roughly similar to Ward 8 which had 18% single-detached homes in 2021. Likely less than

that now. So, maintaining diversity would actually mean that we protect the existing stock of single-detached homes.

- Maintain the existing tree canopy in Elbow Park and at minimum implement a mandatory policy that trees cannot be removed for development.
- Please plan to light the pathways that snake through the west elbow communities. Long stretches are pitch dark at night, rendering them useless or unsafe, especially when the sun sets so early in the winter. There could be continued use of the paths if they were well lit.
- Don't put in low income. Stay away from the SW with your liberal baloney. We don't want it.
- More trees in areas where trees were removed for development
- Increase incentive to update historix homes by reducing building scales and ensuring new developments follow historic design styles (Topic #2 seems to really go against this core value)
- 13 Ave in Sunalta is a great example of an inner city street that maintains it's historical elements and has plenty of greenery, and it's, arguably, one of the nicest streets in Calgary
- As part of revitalizing parks, can we please increase the separation between benches and garbage bins in all parks in the west elbow region? Having garbage bins directly beside benches makes the benches very uncomfortable to use as they are unsightly, large enough to block sight lines, and typically incredible smelly on account of pet droppings. As a result, a number of park spaces have a lack of comfortable sitting spaces decreasing their attractiveness for users (especially those that have mobility constraints).
- Daily needs and activities are already well-provided in the Mission area, immediately adjacent to Rideau-Roxboro. Our community has supported those businesses for decades, there's no need to add commercial space along the heritage home lined streets in Roxboro simply to check a box that suggests it will be a more complete community. We are already a complete community. Surely there's room for distinctions between communities, they don't all have to be the same. This form of planning reminds me of the decision in the 1970's and 80's to remove residential housing from downtown Calgary, leaving in a mono-community that is now trying desperately (and spending a lot of dollars) to bring back the residential component. What is the value in messing up a tiny little community (one that Councillor Carra called a garden community when he was our Councillor) for a utopian vision that all communities must be planned the same way. Let's celebrate good community development where it exists.
- Erlton is a mature neighborhood, with community members living in Erlton for over fifty years. In terms of housing size, yard size, garage size Erlton ranks average without any excess. The only excessive element in Erlton are the cemeteries that need to be controlled. People who live in Erlton have a good understanding of the capacity of Erlton and what it can offer in terms of growth. Please listen to the residents and do not take the improvement comments negatively.
 - 1) Stop expansion of the MNP Community and Sport Centre into Lindsay Park. Since the inception the centre has been chipping away from Lindsay Park. Why not open another branch in a different community?
 - 2) Stop expansion of the cemeteries in Erlton
 - 3) Stop cutting mature trees to accommodate structure
 - 4) Do comprehensive traffic studies before crowding Erlton. Erlton Street is a steep road, narrowed by parked cars and user unfriendly particularly in winter months.

- I love the area and the amenities within it. Especially the parks, natural areas, trees, etc. The only improvements that I truly believe need to be made are the reduction in noise and homeless/addicted population. I love the area so much, but the excessive noise alone is the reason I will leave the area within the next few years and move to a quieter area of Calgary. The constant intentionally loud engines/revving/stunting is extremely unpleasant. Also the area is regularly filthy because of the mess that the homeless/addicted population leave in their path. These two aspects make the area very undesirable and overshadow all the other community improvements and positive attributes. Peace, quiet and cleanliness is invaluable.
- Affordable housing, increased density, stop listening to Old nimby people
- With respect to the Marda Loop area, I am in favour of improving pedestrian and cycling features throughout the neighbourhood and implementing phase 2 of the 33/34 Ave Master Plan between 18-14 Street SW. Although phase 1 is not complete, what has been done so far appears promising (such as the "Loop in the Loop"). I am in favour of street narrowing for traffic calming, slowing driver speeds and improving pedestrian safety. Traffic calming and pedestrian/cycling improvements along 26 Ave are badly needed.
- Second street SW should remain as two-way traffic to ensure adequate access for residents in the area, rather than accommodating commuter traffic.
- The safe injection site currently centralized around Sheldon Shumir, should be decentralized to include other site locations to reduce impact on the community.
- Non-market housing could be examined in under utilized downtown buildings (rezoned), rather than new builds in urban areas."
- Better transit(better frequency of transit) for Marda Loop, Altadore, North Glenmore areas.
- Make roads safer and accessible to pedestrians/bikers along 16th street, 50th Ave ,38Ave. This can be done with bike lanes, better transit options, traffic calming measures(slower speeds)curb extensions,rapid flashing beacons, marked crosswalks).
- I think there should be a mandated % of residential buildings that have fully accessible (wheelchair) accommodations. We and other families with children who are in wheelchairs are worried about them finding a place in Calgary. With the population aging and snow on the ground for more than half the year its tough. Sidewalks should be very flat for a wheelchair or even walker, any slant any hill and you end up in the ditch. Driveways that drive across walkways should be designed differently so there is not a dip in the walkway but somewhere closer to the curb - cars can drive over a lot - wheelchairs can't. I have to rescue my teen boy from driveway ditches because he doesn't have the strength to go across the minor dips (same when he was still using a walker). On his own he'd never be able to get outdoors. I've been checking out neighbourhoods and they a) don't have accessible housing b) don't have flat sidewalks c) have dips, gravel etc that he cannot navigate.
- Leave them alone! Stop destroying historic communities
- Improvements for safe and convenient mobility can seriously disrupt the flow of vehicle traffic and make congestion worse. Lots of people who live in these places, do not work within walking distance of their place of employment. Increasing sidewalks, limit the flow of traffic and places for people to park.
- Increasing the utilization of undeveloped city land will decrease the spaces that can be used for parks, open spaces and natural areas.
- Turning historical buildings into commercial spaces seriously decreases the core value of Housing For All with Diverse Housing Forms.

- Almost all of the values that you have laid out for community improvement end up contradicting each other in one way or another. Some re-evaluating needs to be done in order for these areas to thrive the way that the city wants, but more importantly, in a way that will benefit the people living and working in these areas."
- Page 13, East West Mobility for 20th Street SW from 33rd to 26 Ave, also requires "'traffic calming that focus on reducing vehicle speed and enhanced pedestrian safety'". Pedestrian and bike safety became a bigger problem on the stretch from 31st to 26 Ave, when the street was widened with bike lanes. The wider street allows and encourages speeding vehicles, going up and over the blind hill, with no reduced zones to slow down traffic. Residents take their life in their hands when crossing 20th Street at any of 30th, 29th and 28th Avenues as vehicles are travelling too fast and cannot see pedestrians attempting to cross the street. In 2022 residents of South Calgary and Richmond submitted a petition, hand signed by about 150 residents requesting speed reduction and traffic calming for 20th Street from 33rd to 26 Aves. It was presented at council in 2022 and some funding approved but not implemented.
- A pedestrian crossing at 30th Ave where private school bus stops is also required..
- We don't think that any improvements are necessary to Lower Mount Royal as it's fine as it is. Maybe just leave our neighborhood alone like you do for the rich folk in Upper Mount Royal.
- No
- The development of the Holy Cross site offers an amazing opportunity to improve the landscaping of the wider area and increase the attractiveness of the Mission neighborhood to both live and visit, among others by improving access to the Elbow river and by connecting it to Lindsay park and the Stampede grounds, including with new bike paths. This would also connect the LRT station to the new public space at Holy Cross and would help drive demand for both the new shops and businesses at the Holy Cross site and the existing commercial core on 4th Street.
- The sidewalks on 4th street between 26 Ave SW and 17th Ave are in poor shape.
- Account for accessibility across all community settings and not just to transit station areas.
- Keep updating the parks and keeping our river entries and beaches great.
- None, I support what is proposed, especially transit and rolling/bike infrastructure to help the additional residents that will be living in our areas get around without vehicles!
 - Ensure neighbourhoods such as Scarboro, Mount Royal, Elbow Park, Roxboro/Rideau are protected by introducing more robust heritage guidelines specific to these areas.
 - More city recreational centres and community centres throughout the City with pool and gym.
 - More grocery stores in Sunalta, Banksview, Lower Mount Royal by dictating to developers to include it in their plans
 - More parks and green canopy in the neighbourhoods across West Elbow
 - No sale of existing greenspace/park for development. Not only will the green areas encourage communities to come together, they will protect neighbourhoods from flooding, etc.
 - More trees being planted on the existing streets/side walks. The City should plant trees that live for a few hundred years. These trees would make walking more pleasant and will be great assets to bringing communities

- More investment in various forms of public transit to reduce traffic and pollution
 - More robust heritage guidelines that are specific to Sunalta
- No major concerns. Protect the existing park space we have!
 - A parking management plan needs to be established. Street parking in these neighborhoods are already limited, the associated increase in population is not accounting for the increased parking. The traffic plans also need to be communicated to the public. Lastly a plan to maintain tree coverage needs to be established. Many large trees in the neighborhood are coming of age and will begin dying. The city needs to establish a plan to replenish the trees and increase canopy coverage. Marda loop business are also needs increase large growth trees. Also a direct bus route to the university
 - Please elaborate how the tree canopy is going to increase if grown trees are removed to make room for multi-storey building?
 - I also wanted to comment on the city intention to provide parking pass to home owners at a cost. When I paid for my house at a premium because it is in a "nice" neighbourhood, the default was that there was room in front of it to park. If you are building multi-storey housing on bus routes so that people can commute, it should be a default that the people who buy or rent apartments in those buildings do not have a car. Free parking pass should be given (yes for free) to current home owners for the number of cars that can be parked on their frontage and parking pass should be sold at a high price (more than 100\$/month?) to people who own or rent units in new multi-storey buildings that are expressly built to be used with public transit (unless of course this building is built with underground parking).
 - 29th Ave and 20th St has ugly retaining walls. Would be nice if these eyesores were refurbished or perhaps an art mural added, maybe of old street cars that went down this street.
 - As there are few parks in the South Calgary community a nice enhancement would be to have the bike lanes along 20th St next to the sidewalk and then delineated from the parking lane with flower planters. This would create a welcoming mobility route for the many pedestrians and some cyclists that travel this route to and from the Marda Loop BIA.
 - The new RCG zoning leaves little room for trees. Maybe the City should plant trees on the City boulevards of neighborhood access streets around Marda Loop where no trees were replanted after much redevelopment. And/or the City should require/allow developers to plant a certain number of trees as part of each new development.
 - Crosswalk is needed at 20th St and 30 Ave. This is a school bus stop and also a lot of pedestrians walk there to and from Marda Loop.
 - Safe and Convenient Mobility
 - 20th street towards 33rd Avenue from the north is the entrance to Marda Loop business area for many pedestrians from 3 nearby communities — Richmond, South Calgary, and Bankview. It would be nice if this street was safe and welcoming for pedestrians with families and pets walking to Marda Loop rather than the current speedway it became when the bike lanes removed parking and created more space for vehicle traffic.
 - The bike lanes on 20th St should be beside the sidewalk, and delineated from traffic, with the parking lane rather than the bike lane next to moving vehicles. This would greatly improve safety for cyclists and scooters in the bike lanes and especially for families with small children.

- Connector streets in South Calgary and Altadore (20th St, 16th St) should have a max speed of 40 kph the same as connector streets in Mount Royal and Elbow Park have (Council Way, Premiere Way and Elbow Drive).
- The city does not need more curb extensions, pedestrian crosswalks or bike lanes, particularly on high use roadways, including downtown. You must think about traffic flow and facilitating commuters to get to work and residents to undertake their errands efficiently. This is a winter city in which taking buses, transit and biking are not feasible for the vast majority. Keep roads clear of signs in the middle of the road and troublesome curb extensions, which are confusing to all and actually worsen the flow of cars/bikes/pedestrians. Start to widen key roads into downtown to encourage workers to come into the office and support downtown businesses. Beautify more spaces. Tame weeds and plant many more flower gardens and urns. Add turnstiles and strong lighting to transit stations. Diverse housing and secondary suites should only be allowed in limited areas after consultation with residents. Deter homeless encampments by finding uses (however small) for vacant land.
- Improve bikeway/pathway connections and safe mobility to the river from Sunalta/Scarboro by building a grade separated crossing at 10 Ave / 19 St SW crossing. There should also be traffic calming on 11th Ave & 12 Ave through Sunalta. 11th ave should change to a two-way street between 19 St to 15 St to reduce the freeway-vibe of the street. Traffic through the community should be shifted onto 10 Ave by changing parking times during rush hour on the road to allow two through lanes in the direction of peak traffic flow. This should carry through the Beltline all the way to MacLeod Trail. Therefore, 12 Ave wouldn't have such a high volume of vehicles using the road during the AM peak hours. Since the cycle track took a lane away - making it effectively a one lane road - there's significant congestion and noise on the road back to 18 St SW as a result. 50km/h speed limit also doesn't feel appropriate for that road anymore with how tight the road feels now with parking lanes on both sides.
- 20 ST and 26 AV need separated bike lanes. They are significant connections and are very unsafe (and are regularly used for parking). Many playgrounds, such as Flanders and Kiwanis, are very busy and very dated (and unsafe)--they need to be retrofitted and ideally made accessible. Curb cuts need to be installed throughout West Elbow. Better connections East-West (from Marda Loop to Mission, for example) are needed. More public art.
- We are now starting to enjoy some of the larger walkways as the construction continues. The green spaces by Sandy Beach, off leash park and Glenmore Athletic area are used by our family frequently, we love having these spaces to share with family, pets and friends. We do live right in the busy area and one improvement we would like to see for safety reasons is additional paving of alleyways and speedbumps to help reduce alleyways used as fast routes through the community. An example: alleyway between 34 Ave and 35 Ave is used quite often by both pedestrians & drivers. But the through traffic speeds right through when people are walking or out visiting with neighbors. This is a great example of a place for improvement, paving to reduce dust for pedestrians and speedbumps to increase safety by helping to slow traffic would be very beneficial. I would think probably at least two of more alleys from 33 Avenue would benefit from both paving and speedbumps.
- I have recently cycled through the majority of the West Elbow communities. Improvements are underway and many are excellent. Personally I am not keen on the extensive use of primary colours (I have no adversity to celebratory Pride communities), but there is a larger palate available to us. Community improvements must be agile in planning, reflecting the changing needs in our rapidly changing communities.

- The city wants an increased tree canopy but also wants increased density? These seem to counter-act each other and makes the city look a bit amateur with one department fighting against another department.
- Focus on preserving the heritage of these communities. Calgary has demolished far too much heritage over the years.
- All of these initiatives (upgrades to parks, wider sidewalks, new bikeway/pathway connections, retain mature trees & increase tree canopy) should supercede more buildings on the most popular pedestrian and bike routes in Mount Royal & Elbow Park as many people in and outside the community use these roads for commuting and cycling between River Park pathways to downtown. Do a count of the people that walk/cycle on Council Way & 34th as a commuter & recreations route. Traffic is over the 40 limit bc of the width. Narrowing the road via a cycle lane would make it safer as a commuter route for all residents of West Elbow. The Urban Form & Bldg Scale category the plan proposes on Council & 34th near 14th is in direct contrast to this use today and in the future.
- 1. Please keep developments around schools to local and limited scales to protect the safe passage of children walking to and from school. Too much traffic and lack of parking access should be a red flag in any area around schools. 2. PARKING!! It is naive to think Calgary will be able to function properly without cars. Our city is unwalkable for 3 months of the year and city transit will not improve any time soon. Please change all requirements for parking spaces with new builds to at least 1 parking space/unit.
- Must really focus on walkability - through setbacks and good sidewalk design. Where possible separate bikes from walkers for safety. And focus on connection of walking and bike paths through communities. More creative green and landscaping to encourage community feel and getting people out and connecting with each other, their city and nature.
- Consider the needs of the high density population before adding more people. You cannot take away backyards without adding playgrounds and public gardens. Garbage removal needs to be planned and plans enforced. The new condos at the end of my street have mounds of garbage every couple of weeks. Garbage trucks can't access the bins because of parked cars. New townhouses have no storage for bins, consequently bins end up blocking back alleys. Kids have nowhere to play. Plan ahead!!!!!!
- Non market housing should be away from desirable neighborhoods and basic. It needs to provide shelter but not encourage tenants to want to earn less to stay. This will also help limit budget costs on construction - muni taxes are already too high.
- Sifton Road requires traffic calming, speed reduction and dedicated bike lane on both sides. There have been numerous car accidents involving motorists' hitting cement divider. Cyclists cannot use road and need to cycle on sidewalks since no dedicated bike path or bike route/share the road signs exist. Heavy Trucks should not be allowed on this road due to tight curve and cement divider. I do not feel safe biking on this road which is required for my commute every day.
- I propose that the city postpone any improvements to West Elbow community parks until they can actually properly maintain the infrastructure that already exists. Sidewalks are in poor condition, roads have potholes, parks and playgrounds are in disrepair.
- Please don't forget that everything we build must be maintained. There is a huge issue where people want to build new projects, but they don't want to invest in maintenance. We see this in the wear and tear on Riverpark. A bunch of new trees and pathways were put in, and yet the existing Grass and trees are struggling. Maintenance is just as important as the initial building investment. I love that we have so many green spaces and we are able to be

an active city. I think accessibility is a very important part of this plan. Snow removal for bike and walking pathways will be very important to maintain walkability and accessibility in our neighborhoods. Cars do not need snow removal as much as bike and walking pathways do. Remember that study (Denmark?) that showed there are fewer broken hips and society moves better when the sidewalks are cleared before the roads are. People with strollers and wheelchairs and people with bikes need to be able to get around.

- I would love to see more green areas, parks and easier connecting bike lanes to 17 ave and though River walk, down to Kensington.
- There is inconsistency in commercial rezoning, as Rideau Roxboro—one of the smallest communities—is the only one with planned commercial development, while other neighborhoods like Mount Royal and Elbow Park have had these designations removed. Why? This creates an unfair burden on Rideau Roxboro, and the commercial zoning should be reconsidered for balance across communities.
- Additionally, concerns remain about the redesignation of 3rd Street SW in Roxboro as a "Neighbourhood Connector" in the Draft Urban Form, despite its removal from the "Low-Modified" category in the Draft Building Scale. This inconsistency raises concerns about future commercial development. The redesignation should be removed to avoid unintended commercial expansion.
- Addressing these issues would ensure a more equitable and consistent plan for all neighborhoods involved.
- We need to preserve the charm and character of inner city neighbourhoods. We do not need to densify everywhere. We do not need to keep closing off roads and creating traffic headaches. We do not need to keep opening bike lanes that are hardly used in the winter. We do not need to close off sidewalks and lanes of traffic on busy thoroughfares to create more free seating for bars and restaurants. 17th Avenue SW in particular has become a nightmare for traffic and intoxicated people.
- I would like to see more improvements to the accessibility and comfort of sidewalks and bike/wheeling network throughout the plan area. Especially areas like streets like 14 Street, Macleod Trail, Crowchild Trail, access to the LRT stations, BRT and bus stops, sidewalks in Bankview, and along Mission Road.
- We strongly support efforts to encourage more non-market housing and diverse housing forms.
- We strongly support revitalizing existing parks and recreation facilities and creating new open spaces.
- We strongly support safety improvements, pedestrian and cycling movement efforts, and transit station area improvements.
- We strongly support increasing the tree canopy and efforts to increase climate adaptation.
- We strongly support public space improvements and efforts to support local commercial efforts.
- We support historic placemaking and preserving historical buildings, though not at the expense of desperately needed densification and non-market housing efforts.
- More pedestrian only areas would be wonderful. Improved crossings and digital cross walks would help reduce the number of instances where drivers make illegal turns in Mission to catch a light at the risk of hitting a pedestrian. More planters and murals would continue making Mission a quaint destination to enjoy restaurants and cafes. Please stop granting permits for high rises in Mission!!

- This looks good. Suggest adding canopy protection & preservation to building guidelines.
- Support of increased tree canopy and greenery along 50 ave SW. Speed limit should be reduced to 30 km/h around Central Memorial (too many near-misses with kids).
- None.
- Outside of every business on the busier streets of the West Elbow Communities there should be 3-5 City of Calgary bike racks. With all the improvements to local infrastructure, safe places to store and lock alternative transportation methods is often overlooked.
- A commitment to conserving the very little greenspace we have (and please remove the more housing park from community improvement, as the entire LAP is to increase density the focus should be on actual community improvement)
- If the city is pushing 5x densification or whatever the number is, there better be a city funded billion dollar ymca in the books or some other measurable benefit to us residents other than constant city and private construction projects. The farmers north of rockyridge get better city services than I do now. The local library, stu peppard arena, and the glenmore aquatic centre are junky old worn out facilities. But you offer to replace the old big christmas light carrying trees on 33 ave with tiny new saplings in 3 years. Awesome. This is why people move to lake bonavista and add restrictive covenants. The city works to make developers rich and everybody else poor and discontent. Approve taller than allowed luxury rental apartment. Sure! Require some affordable units so theres net benefit to community? Nope.
- Outside of the Elbow Park playground, the areas playgrounds are sub-standard. They all need dramatic improvement to make them more fun for kids.
- Monitor quality of snow removal on park pathways. During winter 2023-2024, parks in garrison woods were not plowed, they were driven over by the bobcat and were inaccessible for strollers and wheelchairs all winter.
- Continue Branching out program to increase tree canopy!
- I think making our communities more walkable should be a priority. Stores and shops should be located within residential areas rather than one centralized area so that we can walk to stores instead of having to drive. Reducing our dependence on cars is good for the environment and making it easier to walk to shops and stores promotes healthier lifestyles.
- Yes. Before letting developers grab residential properties at land value, to put expensive multi family building on them, get commercial landlord (strip malls) to redevelop their lots for commercial and mixed housing first. You will get more density rapidly.
- There need to be bike paths on all major corridors even if it compromises cars. All sidewalks need to be accessible.
- Prioritize pedestrian and cyclist safety through traffic calming measures
- Not sure why "housing for all" is included in community improvement when the entire LAP is focused on that. I think it should be removed and the focus should be on parks, recreation, and actual investments in infrastructure. You already claim to be poor in the most heavily re developed area of the city (you sold Richmond green park because there was "no money" to improve the remaining area).
- The area is losing a lot of recreation and commercial spaces because of size constraints and rents. Athletica Gymnastics, the Richmond Golf course, Richmond Little league space, Go performance, Canine companion clinic, pro-skate, all forced out because of city policies.
- Community improvements that need to be considered prior to construction and densification is parking and transportation. Please, insist developers include things like underground parking. Developers are making and are going to be making tons of money - the least they

can do is include parking. The multi unit dwellings with insufficient parking should not be considered. I understand we'd like to move to more people using public transportation but that isn't going to happen anytime soon.

- The incentives to retain historic homes is great. I also like that a few of the 1950's bungalows in our neighbourhood are being renovated, rather than torn down, for single family housing. This will help attract families with kids to the area.
- Everyone of the ideas in here is not sustainable and is extremely costly. Who is going to pay for that?
- Main streets - this might work in the highest 10% of income neighborhoods. Retail is under extreme pressure from internet sales which continue to grow strongly. Why go to local drug store when I can get it delivered for 10% cheaper? Get ready for endless empty storefronts as exist in Manhattan now. If it doesn't work with that density and commuter level, won't work in Calgary.
- Transit oriented housing - if electric cars are net zero, who won't drive? Transit goes to the wrong places in Calgary. Most people work in industrial areas not downtown. Also, there are electric robo helicopter taxis coming from Uber so why make this change?
- The market will determine what is needed. You should respond to zoning changes as opposed to trying to predict the future and urban planning it. If urban planning was so good / easy, we would have already built for these changes. Leave it as is.
- Stop cutting down all the old trees and paving over green space. The amount of older trees lost to infill development is constant and high. The loss of those trees as well as the conversion of older homes and lots to primarily concrete will impact the climate resilience of our neighbourhoods, decreasing shade, increasing extreme heat, and decreasing the ability to handle heavy rainfall. Plans for the Glenmore athletic centre also will destroy green space used by many in the neighbourhood and replace with concrete. We do not see any efforts to replace what is being lost in terms of tree cover in the neighbourhood or our greenspaces with anything comprable, yet again a total bonanza and sell out for the wealthy and developers. Also the constant construction is deeply destructive and damaging to wellbeing and the ability to enjoy peace. Having a noise bylaw that makes loud construction noise possible from 7am-10pm again impacts residents but panders to developers.
- I think the city needs to very much reinforce expansion of the tree canopy across the city, including in these neighbourhoods. There is mention of incentives for private tree canopy but it is not clear what that will be - if possible, it would be ideal to offer tax deductions for private urban tree canopy and/or low-cost tree purchasing through the city.
- I strongly believe that investing in public transit systems will help with the growing density of these communities, as well as redeveloping pedestrian infrastructure such as sidewalks to make them more accessible for folks (less congestion and obstacles), and improving the bike lane network between communities. More emphasis on natural spaces, tree lines and public parks. Also not sure if this fits, but to make our communities safe for everyone, looking into solutions like safe consumption sites and more space for outreach programs and accessible housing for our houseless neighbours would be wonderful.
- Current city clowncil & city administration should stick to core issues involving running the city such as infrastructure maintenance, crime, high taxes. This punch of useless bureaucrats seem to have their pet projects. Totally useless should be removed from office
- The 20 page brochure that arrived in my mailbox is another demonstration of wasteful tax dollar spending

- Lindsay park should become a real city park. All the facilities of this park need improvements. Given its vicinity to one of the largest community centre and nearby schools many youth camps use the park in the summer. It serves the Beltline residents as well as missions, ertlon and neighboring communities. This park should have improved access to the elbow river, volleyball court, tennis court, skating ring through the trees in the winter, public washrooms facility, pickleball court and better kids playground and splash park facility. This should be built with higher standards than stanley park.
- The path along Elbow River near Erlton and MNP Centre needs lighting upgrades.
- I do believe that a Sunday Market should be implemented on 4th Street every weekend in the summer time. Simply block 4th street from 24th avenue and 20th avenue for a few hours and reopen later on that day. It would create the only street farmers market in Calgary. Bring liveliness to the neighborhood.
- Love it! That's all fantastic! I'd add identifying areas that are suitable green corridors to back up many of these themes. Somewhere like 17th Ave is a nightmare to drive on anyway. Why not open it up to cycling and pedestrian traffic, put some trees out on the street, and turn it into a big awesome linear park & plaza.
- Folks should be able to bike around in these communities without having to even think twice about it being the most effective mode of transportation.
- The idea of commercial being allowed in all residential is absolutely amazing. This shouldn't be limited to a few communities and should be done all over the plan
- Infrastructure is failing on our inner city neighborhoods this needs to be resolved while this density intensifies. Streets, sidewalks, sewer, water mains etc all failing.
- 50 Ave SW needs to be slowed down and the cycling infrastructure improved all the way and across Crowchild; the infrastructure is good but doesn't connect.
- I see a number of very old tall trees have been slated for removal and likely replaced along 58 ave by the sound barrier wall - suggest installing fairly well established caliper trees or it will take another 40 years before the area matches the maturity of the neighborhood.
- Upgrade 14 street to be nicer to walk on throughout the whole area, same for 17 av west of 14 st. Improve community association buildings. There are many missing pathway sections that need to be filled in.
- more solar on buildings such as Dr. Oakley school, fire hall 5, library.
- improved biking infrastructure on 20 st SW (seperation between road and bike traffic
- traffic lights at 50th AVE and 20 ST SW. traffic lights at 14th ST and 38 AVE. No street parking on 38 AVE east of 14th street.. better pedestrian crossing on 20 st, 14 ST and 16 ST. Is the coop at 33rd AVE and 20 ST ever going to be built? that parcel in the heart of marda is really run down and it shouldn't be left in limbo. I like the cobblestone loop around Marda Loop Brewing.
- Health and Wellness. This is somewhat captured in improvements to sidewalks etc for bikers and walkers, and also in park revitalization. But areas such as outdoor playgrounds, tennis/pickleball courts, basketball hoops and any other areas that gather people for physical activity would be value-aligned with everyone we know in the neighbourhood.
- The "housing for all" and "parks and open space" are in direct conflict with one another with regards to utilizing empty city land (not sure exactly where all that mystery land is in this area of west elbow...). The focus should be on providing quality, large usable park space to compensate the increased density proposed in this plan. As yards and grass become legend and condos and basements become the norm, the city needs to ADD and improve

park and open space as the top priority. Really, REALLY disappointed to see ZERO mention of recreation. Where exactly will all these new family and children swim, skate, play ball, run and bike when the existing facilities are already full? Where are our big new rec centers and pools like the suburbs have? As usual, this plan is a bunch of words and plans with no concrete measurement.

- Cut through traffic on street should continue to be controlled. The community has successfully worked to close roads and enhance parking spaces so they're now reasonably good. Existing park spaces and school ground should be preserved. More city and community lead tree planting programs. More parking restrictions may be required so that residents can continue to park in front of their homes.
- Pedestrian and cycling street improvements could sometimes come at a cost to vehicular traffic. Car use needs to decline in the inner city.
- No changes.
- If we seriously considered improving, our quality of life, especially in the winter, we would create some public, indoor spaces, botanical gardens, courtyards, seating areas, to create a "third space" away from home and work. thank you.
- I think there should be a lot more bike path/protected bike lanes, paving/infrastructure like Oulu, Finland support and make biking/commuting by bike/walking safe all year.
- I believe the city have to invest in the greenline, and if you are considering to densify the neighborhoods, also city must invest in more bike roads and pedestrian roads. You need to visit Denmark (Copenhagen) or Amsterdam to see the benefits of this improvement. Without green line or additional trains or subways you shouldn't plan for such densification. It will be a disaster.
- Please create more traffic circles in intersections! They are so much safer and smarter. The streets that all intersect with 33rd Ave. SW (especially 18th St.) are very, very unsafe, and I have witnessed multiple accidents and close calls here. Please ensure this is taken care of, as pedestrians do not feel safe here at all.
- My main concern is safety as every road in the community of South Calgary has parked cars in the street making it extremely difficult to pass an oncoming vehicle and visibility at the corners very challenging. Also, there are roads in the community where there is no construction. The roads that have construction are near impossible to navigate, but thankfully, there are city workers who are vigilant in helping. One improvement would be the implementation of speed bumps. We live on 17th St. and 30th Ave. SW and neighs would really welcome roundabout or at least the speed bump has become a race track leading from 33rd Ave. to 26th Ave. SW because of the added congestion due to C-space the surrounding roads are increasingly narrow and a safety concern. A roundabout or speed bump would slow down traffic, making it safe as a children and the elderly, who live in the Edward and like to walk in the community.
- Continuous sidewalk on 10th St. from Prospect to Council. Also, lots of people blow through the 10th St./Prospect four way stop. Visibility issue? Not safe for cars and pedestrians. Lots of crashes here.
- Do not develop any city land that is open Park space – you want to force people to walk bike or take public transit and will do whatever it takes to manage this – stop the massive sprawl. Yes no more density either – so now what – if there are no homes – people will go elsewhere. too bad we could not be like Switzerland that capped their population at 5 million.

- You and your department and this process are a waste of tax pay money.
- McLeod Trail sure could use some improvements i.e. pedestrians walking.
- I think we need to look at the other areas more closely mission is an old and very precious resource as it is one of the few remaining links with our history, preserving history in the form of its built environment, and its quirks would allow us to understand our city more completely. And strangely, Roxboro, Elboya, etc., the very rich areas, are not slated for development. Hmm...
- Few bike lanes and wider sidewalks. More pedestrians can access buildings, businesses and restaurants. Fourth Street sidewalks for example, are very crowded.
- I have heard that a proposed bike lane for 34th Ave. SW from about 22nd St. to 14th St. is being considered. I believe the given the predominantly winter climate that we have that the bike lane will be under utilized and two-way traffic on 34th Ave. SW is a better utilization of this roadway for vehicles.
- Suggested improvements: set a goal that there be sidewalks on both sides of the road where buses go 10th St. SW between Council Way SW and Frontenac Avenue, there are long sections where there is no sidewalk on either side of the road. Transit users walk down 10th St. to access bus stop #5905, for example. There are many other sections where there are bus stops but no sidewalk to get there. This is a safety issue.
- Do not put multi density 16 unit development on Altadore Avenue – hello! There's two schools there. There's no parking to start with.
- We need to enhance protection for the riparian environment along the Elbow River. More parks and green spaces. Protection of the little remaining natural habitat. Addressing the very severe homeless/addiction crisis – this community has a large presence in West Elbow and needs effective solutions.
- I live in Mission, and something I hear from my neighbours all the time is that they love the proximity and variety of commercial areas, and the pedestrian and cyclist focus of the area. Being able to walk or bike to my daily needs means I don't need to use public transit so much, and they are the top reason I moved to this area and continue to enjoy living here. I think safe and convenient mobility focussed on pedestrians and cyclist goes hand-in-hand with proximity to daily needs and commercial spaces, and these are the two most important community improvements to focus on in other areas in my opinion.
- Reverse the stupid blanket rezoning it is not planning.
- Why bother? You are greatly increasing density/allowing land use changes without getting any benefits for the residence now in the communities.
- All looks fine.
- Keep the roads, passable and efficient. Pick up the garbage. Don't change rules (rezoning) to benefit those who haven't paid and experience city growth at the expense of those who do.
- Parks are great, more robust public transit! Why doesn't the 414 go all the way to the end of 14th? More consideration for transit routes that take into account the hills, especially in winter.
- Marda Loop changes are disaster. Businesses lose business as people do not walk – need parking for cars. Let's be realistic in the past all our community concerns were ignored.
- Please give the resident of Marda Loop a break. We have been dealing with road closures for two years. Some restaurants have dangerous makeshift entry points.

- Stimulate investment in Bankview by encouraging builders to revitalize/rebuild 50+ year-old buildings.
- No.
- Here are the rules that Calgary should live by:
 1. First, do no harm. Do not cannibalize any road lanes for restaurants or bike lanes. Remove all current obstructions.
 2. Wide sidewalks and lanes, but only on Parkland. No bike lane should ever replace a road lane for autos.
 3. Please concrete instead of grass on all city property on Elbow Drive. The grass does not survive the winter salt.
 4. Place lights and enforcement against littering on the Elbow River bike lanes to ensure zero tolerance of needles and drugs.
- Dutch style paving stones on streets that are more pedestrian/car symbiotic. The pavers allow cars to feel they should be more careful. I believe I saw this on 36th and 19th in my loop. Love it. Sidewalks along all key intersections along 17th and fourth. I know some retrofitting has been done at 17th Ave., West of Crowchild, but if pedestrians are meant to shop along 17th, e.g. 5th to 8th, the sidewalks should be the same height. Cars driving up on to the sidewalks will make it clear. They need to be giving pedestrians more care, i.e. copy the Dutch. This is desperately needed from Erlton to 4th – make me feel safe as a biker or pedestrian getting to the C-train from Mission/Cliff bungalow you did this on 17th from second to the stampede grounds. It's great!
- This cannot be a verdict from an autocracy. Municipal vote! And the consultation on a few limited elements and not the basic premise is an insult and misleading. Ask if it should be changed at all!
- I believe the existing public transit system could be improved upon i.e. better shelters, improved security, improved access.
- I have lived in the area for six months, and I found it frustrating to the point of feeling I have to leave. The “planning” already in progress is haphazard and not at all logical. There should be no additional work done anywhere near 33rd Ave. or 34 Ave. Until the marathon job already being done is completely finished. I do not expect that will happen in our lifetime so I always advise people to stay clear of the area entirely!
- It seems to me that we need to build better infrastructure (electricity, sewage, water, etc.) to support density versus importing Spanish tile, putting in bike lanes, where no bikes, travel (and where it is cold 7 months/year) and bump curbs. A lot of vanity projects that are wasting taxpayer money.
- Make a street railroad on 14th St.!
- Stop all major development plans you are destroying communities for your ideology everywhere. This has been tried has resulted in more traffic, more garbage, more crime, loss of businesses (except bars and restaurants), loss of parking and an increase per square foot for real estate prices, we need responsible govern, not ideologues, who mismanage our funds.
- Please include plenty of public art, artistic, bike rack, stylish artistic public seating on sidewalks. Artistic lodge, flower, planters, unique, light standards, white sidewalks with lots of trees to improve urban forest. Make it so that walking those streets is a process of exploration.

- The length of time the city has allowed construction to drag on in Marda loop is disgusting. It appears that Mayor and Council have zero regard for small business owners or residence of Marda loop. There is no coordination of permits. Why allow developers to construct the same time as the city drags on and on with construction. The city appears to care more about lining the pockets of developers versus supporting small business or residents of this community. I'm disgusted with what the city is doing to our neighborhood. Absolutely disgusted.
- Could you perhaps add one of your small-ish yellow background, yield signs; I hope this isn't offensive; to the pedestrian crosswalk on 14th St. SW and 15 Avenue please? Sorry there's no photo to attach here. Actually, perhaps we could post a 40 km/h limit (if it's not there already) between 10 Avenue SW and 17 Avenue SW along said 14 Street also. Thank you.
- Get rid of traffic calming you realize it creates more emissions. No bike lanes. They pay nothing to use the roads, cars pay to use roads, bikes don't, they don't even follow the rules of the road, they run red lights, they blow through stop signs, even with kids in trailers behind.
- Making neighbourhoods walkable also means making them "restable". Be sure to provide lots of public benches. Public bike racks would also be good.
- Some protection for green spaces.
- Stop spending tax dollars on projects that are not needed and shift focussed to spending taxpayer dollars on basic infrastructure improvements; roads, bridges, water systems.
- Stop taking away parkland for developments.
- Further traffic restrictions.
- We don't need wide sidewalks. Time after time I've seen sidewalk improvements result in cutting down trees i.e. 4th St. 17th Ave. 40 year investment in canopy gone. Curbing bubbles at intersections create congestion this equals idling and noise pollution. Commercial vehicles can't turn in. Dangerous when covered in snow. Pedestrians and vehicles in conflicts have increased.
- Attention to vegetation feature. We need trees in the city to clean air, balance temperatures, absorb noise, and provide habitat for insects, birds, and small mammals. A city cannot survive, and its citizens cannot maintain mental health unless this emphasis is put in place and sustained.
- Never relinquish green spaces and parks owned by the city to any development.
- Preserve as much greenery as possible, with parks. Developers should not be allowed to remove mature trees.
Sidewalks along major traffic routes (e.g. 25th Ave. and 5th St.) need to be widened for the safety of pedestrians.
- I support all community development with the exception of bike lanes – please stop adding bike lines to our roads.
- An improved community center/rec centre where the Glenmore aquatic centre is currently would surely be highly utilized by the community.
- As an active, experienced city cyclist, could you please take my advice and stop wasting money on empty bike lanes.
- Yes. The goal should not be just to densify our inner city communities are being the only focus of densification. This is already negatively impacting our community that we have invested in and lived for 20+ years. Also the fact the city is gathering hand and feedback versus electronic submission in 2024 is outrageous. I feel like most people will not take the

time to hand. Write a response. I feel our feedback continues to be ignored. You can do better YYC.

- More biking infrastructure! From bike racks to lock it up to more lanes specifically, going down the silt and hill from 14th St. to the bike path at the bottom of the hill. It's a busy road, and narrow. The options are sidewalk or unsafe road. Another bike Lane no signal from 33rd Ave. all the way down to 17th Ave. on 15th St. would also improve safety. Both my partner and I bike commute this route, and it's an awkward mix of side streets or sidewalks. Crossing 26th Ave. has limited visibility and can take a while for it to be clear of cars.
- Increase density should also mean an increased open spaces and parks. Why is the city selling school reserves for development? Can The City "buy back" the vacant river lots from the province to be used as park/community gardens... Wider sidewalk along Elbow Drive bike lane.
- Diverse housing forms should not be allowed in single-family heritage District. It will impact community character and infrastructure.
- Develop a continuous pathway along the Elbow river uninterrupted. Enhance recreational spaces, equipped with facilities for leisure and community activities. More wildlife/plants information signs installed. Improving small paths (in between buildings) pavement quality.
- Improve the facilities. We are higher density, but have the old, worn rec centres as an example.
- Redo tree canopy at South Calgary Park. The Cottonwood fluff falls into the swimming pool. All trees are untidy/unkept. Developers who remove trees from multi unit developments should be required to replace "a tree for a tree". Preferably on the site – if there isn't room then on a public park/open space. Improve transit connectivity, frequency for bus line 7, 22. Frequency needs to be 15 minutes to be useable by residence, especially in the winter. Green space for all multi unit developments. Xeriscaping is fine with trees, bushes, flowers. Concrete is unacceptable as landscaping.
- It is important to maintain the historical uniqueness of Mission. Some areas will be protected by the heritage guidelines. The Heritage homes are currently in our neighbourhood bring a small family oriented vibe to our streets. Please do not turn Mission into an endless stream of concrete buildings.
- Roadways, roadways. How to plan for flow of traffic to and from the core. Doing a mile change to zoning North Glenmore doesn't help. Development of Crowchild Glenmore interchange help justifies zoning change. It's necessary and everyone knows it.
- Park, trees, and open spaces whenever possible. Use more space outside the immediate core for open "high urbanization"
- Sifton has huge traffic. It needs a wider and better bike/walking path along the whole length. Path either along 14th St. or through River edge Park (dog park) to eliminate bike traffic on 14th St. This coupled with previously noted silt and path expansion reduces the open "conflict" with vehicles in heavily used walking and biking areas.
- Additional park infrastructure to support community events.
- Yes, the city needs to listen and not force redevelopment like they did in the summer. Planned communities like the University district make much more sense than changing the character of existing communities. The next generation don't want to raise families in condos! They want yards and space too.
- The example of increased tree canopy as a community improvement is entirely inconsistent with permitting development in historical communities that requires the removal of beautiful,

large, historic trees for the development to take place. What would benefit the West elbow communities would be to not permit development, necessitates, destroying trees. The city is odds with one of its core values. Permitting additional uses in historical homes and incentivizing accessory dwellings lend itself to historic residential neighborhoods?

- When new communities are designed and built features like walking paths and parks are into the plan, making the community desirable. The draft, urban form map is deceptive because it shows the parking lots and buildings for central Memorial high school, Shaughnessy school and Saint James school as parks. We need more beautiful park areas to go along with any increased density.
- There should be a pedestrian overpass to the train station. Save existing trees if it all possible. Plant more trees to replace any lost.
- If you were going to allow homes, please make sure there is ample offstreet parking. City planners, and counsellors like to believe Calgarians are giving up cars and driving. This is simply not true.
- Ensure bike lines, connect safely, without putting cyclist on busy road (example 25th Ave., especially westbound around McLeod Trail). Improve visibility along fourth Street, especially with patios blocking views from alleys and side streets. Why does sidewalks, improved commercial accessibility for wheelchairs and mobility impaired pedestrians. Improved elbow, river access open parenthesis, i.e. "beach space ") in Mission area (or walkable). Local businesses on main roads, instead of chains. Devote some commercial space to indoor community space open parenthesis like parks, but for colder months). Greater variety of grocery stores, beyond Safeway model loop and mission. Farmers market style would be great!
- Few stop signs, more roundabouts, Colborne Crescent, every block, many others.
- I think the Flanders Park can sustain a few more amenities like basketball or waterpark. Thank you this is a good process.
- Tree canopy is definitely needed especially busier roads to encourage less excess speeds. Why does sidewalks? Patio space for commercial areas in the summer/shoulder months.
- A redesign of streets or parking is necessary. A piecemeal approach (FAQ that parking is considered only on an individual development permit level) has created congestion and dangerous driving conditions. At times only one vehicle can go down to two-way road at a time. Heaven help if a delivery truck or van is stopped to drop off something, then the whole road is blocked. Piecemeal does not work. That is not planning.

Do you have any feedback on the revised draft Chapters 1 and 2 or draft Chapter 3 of the West Elbow Local Area Plan?

- These drawings seem preplanned not changed with engagement. Seems like the City thinks they are smarter than their constituents and look down on us.
- Don't cave in because some people in Elbow Park and Mount Royal want to pretend they live in a small town
- Useless city council and city administration
- You are not increasing tree canopy - in North Glenmore and other neighbourhoods mature trees are being destroyed at an alarming rate by infill development. Your poor planning choices are making our neighbourhoods less climate resilient. Your policies and pandering to gentrification are decreasing housing affordability, while also forcing higher property taxes on low and middle and fixed income seniors and eventually forcing their displacement. Noise bylaws that are obviously written for developers force long hours of noise and disruption on residents, where constant construction due to aggressive gentrification practices are impacting their health and wellbeing. Where is it ok to have loud construction noise from 7am-10pm?!! That is not compassionate or reasonable, unless of course City Hall is in the pocket of developers. Which is obvious. The new homes being built are destroying more affordable smaller homes and are luxury - this does not solve housing affordability in any way.
- Present a guarantee that your survey will have a solid representation of responses and that the city administration will actually take the feedback from actual residents (not developers passing as residents). The questions asked were absolutely ridiculous!
- Ya, I'd like to see a commitment to having a plan that is actually followed instead of the haphazard mishmash that's along 33rd and sprinkled through the neighborhood.
- More bike lanes and more bike racks directly outside of local business'. The potential for racks that can accommodate bicycles and electric scooters.
- No
- The residents live here and pay higher taxes and cost of housing bc of the character, access to parks, mature tree lined streets and walkable streets/bike routes. New housing and density should be concentrated where it is already located so as to preserve the most historical areas. The connector that bleeds into Council Way/34th east of 14th has no history or existing 4 story bldgs. It makes no sense to introduce it in between new single family houses when there are so many lots that can be assembled directly along both sides of 14th and down 33rd. West 34th already has 3 and 4 story apartments and commercial but 34th running east has never had that scale of bldgs.
- These chapters are improvements over the initial releases. They are easier to understand both in language use and intent to communicate.
- Stronger language require to actually protect homes and ensure new buildings meet the intent of the heritage guidelines. No mention of how it will be enforced and who will be enforcing it.
- On the topic of transit, there should be intention to provide a East-West transit route from Marda Loop area to Elbow Drive to provide a missing link. Currently customers would have to go to 17th Ave/Downtown in order to get from 33 Av SW to the Britannia Shopping area at Elbow Drive & 50th Ave. I would also suggest that there should be consideration taken into 17th Ave having a streetcar run down the main street to Westbrook Station. As that corridor

gets more dense over the coming decades, the demand for a rapid route that's an alternative to a bus may be justified, and could add to allure of the main street by having a 'cool' form of transit operating.

- This plan is lazy. It leaves low-density areas close to downtown and adjacent transit as limited-scale, neighbourhood local -- and piles massive intensity (sometimes 10x the current scale) onto Main Streets and corridors. Given the City's campaigns around the significance and importance of main streets, fundamentally altering their character with out-of-scale intensity to avoid ruffling the feathers of low-density residential areas is a miss. More diffuse, lower-scale and incremental growth would have more benefits for the community than piling looming towers onto our corridors. I want the intensity, but be smart about it. Don't ruin what works (vibrant, attractive Main Streets that get sun and feel human scale) with lazy density.
- Ok.
- The heritage guideline seems to ignore the affluent areas. It seems to me that many historic homes in Altadore and south Calgary aren't being classified historic more because of the residents economic status versus the age of the home. A study needs to be performed to ensure fairness across socio economic status.
- Additionally I have seen no indigenous engagement. The Elbow is considered sacred and the reserve is close by. Why are indigenous voices not being considered and celebrated in this process.
- Thank you for the information!
- I hope that the planning will address the needs of all members of the community, not just the wealthy. There are many unhoused people living in West Elbow, as well as people who rent or live in smaller homes, and I fear that their needs and voices will be drowned out by the wants of the wealthy. We need more affordable housing options that allow everyone to live safely and with dignity. This is much more important than the ""character"" of a neighbourhood.
- Thank you!
- From its beginning, Mount Royal was designed as a garden community, and residents are passionate about the mature trees, well kept private property gardens and public spaces like parks and traffic circles. We love the simple elegance of the plan and we work diligently to steward the gardens of both public and private spaces. Our green spaces and spacious streets attract walkers, runners, and bikers from nearby dense communities. They feel like they can breath and stretch their limbs in Mount Royal. We welcome them to enjoy what we so love in this beautiful, unique community.
- No - it would be great if the city was able to do something about the threatening letters that neighbours frequently put out before developments occur. It really doesn't build community. Providing any feedback through this process - unless it supports the status quo and unless autonomously is risky, and faces severe backlash from the community. There are frequent threats of lawsuits, and bullying.
- There are already signs that the housing crisis is abating. Average rents in the city have dropped two months in a row now. Yes, we need to increase density but let's not get carried away and compromise the nature of our communities with unnecessarily drastic changes. A lot of these changes look good but we don't need high-rise towers in Mission. There are so many places to add density without destroying the special and unique community that Mission is.

- There are serious infrastructure impacts with increased redevelopment in historic communities. The brochure falsely states that dwindling populations in the inner-City mean there is capacity for more density in terms of infrastructure. Perhaps that may be true for one community, however it is the exception versus the rule. Our schools are over capacity (Rideau, Elboya, Western, Mount Royal), every week there's a new street torn up dealing with water pipe issues and our electrical grid can't handle the additional burden. You can't create a plan that doesn't address the most certain outcomes.
- This consultation is patently a sham, as was the city wide rezoning. It is apparent from the false dichotomies presented that the process is ideologically captured and the outcome predetermined. A real consultation considers all possibilities and is based on evidence. This process is hopeless.
- Do not proceed. This is going to increase traffic immensely and be very unsafe for the children in the area. So many walk to one of the many schools on a daily basis and with more vehicles on the road it cannot be safe for the little ones to walk in safety. Additional crime will rise in the area as will those rummaging for bottles and cans. This is an absurd mix of types of properties and are going to severely impact the current homeowners.
- What a waste of taxpayers dollars for input that will fall upon the deaf ears of an ideological council and mayor. Shame
- Who's got the time to read these overly long documents. No doubt you've hidden some things in each that nobody will spot and say you consulted with everyone. You'll do what the developers want anyway and just pay lip service to the real people in the communities. I don't suppose Upper Mount Royal will see any changes. I wonder why.
- My only suggestion is to include a plan to replace intersection with traffic lights to roundabouts. Plenty of research available to city engineers demonstrates the improved safety metrics of roundabouts vs traffic lighted intersections. Not only do they help calm traffic and protect vulnerable users such as cyclists or pedestrians, they also make head on collisions virtually impossible. Of note, they also beautify the city and do not consume any electricity. Traffic lights are a legacy system from the early fifties and traffic design standards that support them no longer align with modern research. Emphasis should be placed on everyone's safety, not just traffic throughput metrics.
- Increase tree canopy, add cycle track and bike lanes, enforce 40 km/h speed limit on residential streets, expand playground zones to include 2 block radius around playgrounds and schools.
- Why is the industrial area West of Crowchild and just south of the CPR tracks included in the WELAP? It has almost nothing in common with the rest of the communities.
- I don't understand what the City is doing in MArda Loop but the project will last another five years and in the mean time you're killing the small businesses. You can't get to them and traffic is difficult. The City needs to monitor speeds on the pathways, the e-bikes are on the path and exceeding the 21km/hr speed limits and they don't use a horn or bell, it's dangerous. The traffic on 19th ST SW headed to the City of Calgary Water Works and Forza Tennis are always speeding which makes it dangerous during fall, winter and spring when it's dark in the morning and early evenings. There's also a proposed arena to be built on 50th Ave which will increase traffic and parking issues. I am opposed to blanket rezoning.
- This plan does nothing regards any Housing Shortage because you are focusing in a lucrative area.. the new builds GET PASSED straight to Corporate Rental Ownership groups who rent at a very high price.

- This takes a House out of the equation (from the lot they built the new condo on) which in turn pushes up the prices for actual houses in this area. Therefore not only do the property searching public not get the chance to buy the new condo.. they also find the houses have shot up in price (compare prices from 3 years back in Altadore / Garrison Woods).
- This solves nothing and perpetuates a separate social issue.. that of Property Ownership / Corporate Rental Groups controlling the majority of available rental spaces and pricing - the result of which - no-one can actually afford to get themselves on the property ladder as they would wish.
- The only winners here are the profit making entities involved.. that will be this plan's legacy.
- Chapters 1 and 2 are excellent - while as said before, not visionary, they do capture the evolutionary nature supported in the area.
- Chapter 3 could use more emphasis on the need for transit and active transportation modes. For example noting connectivity to the 15th Ave bike boulevard project in the Beltline is a requirement as well as an additional north/south connection that doesn't require you to go west to 20th Street or go east and follow the Elbow River.
- This could be implemented in Bankview and Mount Royal similar to what is seen in Vancouver with various diverters that prevent vehicle traffic but permit active transportation through.
- Chapter 3 Appendix A should also include connectivity to the Bow River to improve connections across the CPR line as well as improved crossings along 17th Ave between Bankview and Scarboro - something to change the design of 17th Ave to discourage the cues that tell people to accelerate going up and down the hill west of 14th St.
- I am in agreement with the recommendations of the Mount Royal Community Association. Mount Royal should be considered as a Heritage Area and protected.
- 14th Street needs to be planned as a Main Street program. The way it's outlined here it will be a messy accumulation of unsuccessful retail and luxury condos. Also the up to 26 Story development along 18th and 19th Street is out of proportion to what the area can manage. 17th Ave would probably be thrown into Shadow and no one will be interested in walking that when it's cold or when it's sunny. Also, the traffic that that will create will speed through the heritage neighbourhoods up the road and cause degradation and danger to people and kids living there. We already have a commuter and nighttime speeding issue in our streets. Our car was hit and totalled overnight by someone speeding through probably from the bars and the 2 stop signs have to be replaced every year because someone runs over them.
- Residents do not want the neighborhoods taken over and exploited with high density housing and near to no parking. Many inner city areas are not feasible for 'affordable ' houses, so stop using that as an excuse. I feel the city is being very divisive and playing the game of rich neighborhoods vs poor areas game. Do some real homework and figure out how to get more affordable housing here, like using the corridor on MacLeod TR south, there are a lot of places there to be built. It also feels like, why should anyone engage because it feels like the city's mind is made up and they do whatever they want anyway and truthfully we don't have a say, just keep paying more taxes.
- I ask that the West Elbow Local Area Planning team take these steps to better align with the goals and desires of the residents of Mount Royal
- Yes, repeal the City Council's decision on 'blanket rezoning'.
- I live on Alfege Street SW with my family. The current proposed zoning along the east side of 14th Street SW between Prospect Avenue SW and Council Way SW should be changed

from Neighbourhood Flex (6-storey high buildings) to Neighbourhood connector (3 storey high buildings). This change would harmonize the entire east side of 14th Street SW between 17th Avenue and 38th Avenue to be zoned as Neighbourhood Connector (3 storey high buildings). This would be much more appropriate for Mount Royal and Elbow Park and would better reflect the heritage of the neighbourhoods and save more tree coverage. Thanks for listening to my concerns.

- Given the negative impacts in the Richmond/South Calgary/Garrison Woods area of the 2024 blanket re-zoning (i.e. infrastructure, parking, garbage issues), it must be considered in conjunction of the future planning for this area. e-Scooters have made pedestrian sidewalks and bike paths unsafe in the higher density areas. Height of buildings negatively impacts daylight for homes several blocks away. Playground/School zones should not be considered "connector" routes & encourage higher traffic volume and higher height buildings. There is distrust for the City to execute planning for density respectfully given then blanket rezoning issues in progress + the Marda Loop Main Streets project on 33/34 Ave currently which has literally put some smaller businesses out of business given accessible concerns (noise, roads closed, no sidewalk access) - it's a terrible mess currently (and unsafe for pedestrians to cross these main avenues).
- There is a misconception that every neighbourhood has to accommodate housing for all. This is a fallacy. Altadore is a good example of where density has increased but houses still cost more than \$1M. Increased density does NOT mean affordable housing.