

Applicant-led outreach process

Professional services

The City of Calgary Real Estate & Development Services (RE&DS) retained ISL Engineering and Land Services (ISL) to support the City-led West Macleod Outline Plan and Land Use Amendment process. As part of the project, The City and ISL conducted the applicant-led outreach process to share information about the West Macleod Outline Plan and Land Use Amendment project. This team includes professionals with formal training and experience in public communications and engagement.

Outreach activities

The applicant-led outreach process led by RE&DS and ISL (the project team) included the following activities:

- An information session, primarily to introduce the West Macleod Outline Plan and Land Use Amendment proposals, was held at the Cardel Recreational Centre (100-333 Shawville Blvd. SE) on Wednesday February 5, 2025, from 5:00 p.m. to 7:00 p.m.
- Paper comment feedback forms for people to share feedback, which were available at the information session.
- An email contact for the public to ask questions and share feedback.
- Information regarding other City projects was provided simultaneously to take advantage of the opportunity to share updates with local residents.

Information session

Overall, approximately 123 people attended the public information session. We received 8 comment forms and 2 emails from the public.

The project team used the following communication channels to invite interested parties and the public to the information session:

- Dedicated project webpage on the City of Calgary website (calgary.ca/westmacleod-loc);
- February 5 reminder email to 75 subscribers who signed up through the project webpage;
- Road sign advertising in six locations from January 21 to February 5:
 - 210 Avenue west of Macleod Trail,
 - Sheriff King Street north of Silverado Boulevard,
 - 194 Avenue east of Silverado Boulevard,
 - 210 Avenue east of Creekside Drive,
 - Sheriff King Street south of 194 Avenue, and
 - 194 Avenue east of Silverton Glen Gate
- Paid social media advertising January 27 to February 5 (Facebook and X);
- Direct correspondence with the local Councillor's office; and

- Direct correspondence with adjacent landowners and developers.

The facility accommodated people with physical disabilities, with convenient parking, access to transit, ramp access, and automatic doorways.

At the event, members of the project team were on hand to listen to the public and respond to questions. The project team created display boards, which provided people with information about the project as well as information about the updates to other area projects including:

- 210 Avenue Interchange Functional Planning Study;
- Red Line LRT (light rail transit) Extension and Maintenance Facility Functional Planning Study;
- Priddis Slough Regional Park; and
- Operations Workplace Centre and Transit Bus Maintenance and Storage Facility.

Representatives from the following City departments and organizations were in attendance:

- Calgary Real Estate & Development Services
- Calgary Transit
- Calgary Parks and Open Spaces
- Calgary Public Spaces Project Development
- The Ward 13 City Councillor's office
- ISL Engineering and Land Services Ltd.

What we heard

Generally, people shared their support for the Outline Plan and Land Use Amendment applications by emphasizing that the City should prioritize more housing, transit and park and recreation opportunities within the project area. Others were more focused on the supplementary information on adjacent projects and shared some suggestions for improving current developments, parks and roadways outside of the project area defined in the Outline Plan.

Below is a summary of themes related to what we heard at the information session and what was received through the comment forms. There were only a few comments relating to the West Macleod Outline Plan and Land Use Amendment project. The majority of feedback related to the 194 Avenue and 210 Avenue Interchanges.

Feedback from the public on the Outline Plan and Land Use Amendment

Priddis Slough concerns and wetland preservation:

- There were many questions about the decision to develop next to land currently identified for conservation in local policy plans.
- Most people emphasized the importance of preserving Priddis Slough as a natural area.

The following verbatim comments were shared on this theme:

- *Priddis slough is the only lake wetland in the city other than Glenmore Reservoir. Park access is paramount to preserve this as a natural area.*
- *Priddis slough is the only place I can launch a kayak on a lake within this area. Kayak boat launch access must be considered when designing park spaces within Priddis slough.*
- *For decades it was a wetland preservation area—so why now do you want to develop?*

Current Guiding Policy Plans for the Outline Plan area:

- Some residents are against the existing approved policy plans (established in 2008 and 2014) that envision a mix of residential, commercial, and office uses for the areas adjacent to the conservation lands, preferring that the policy plans be amended to designate the entire area for parks.
- Other people supported the policies in place and the current city-wide policy objectives and wanted to see higher density housing and more walking and public transportation options.

The following verbatim comments were shared on this theme:

- *Personally, I'm against the way the city is proposing the future use of these lands. It should stay green & developed for park that the southern & new community don't have.*
- *Any green space we take out, they will not be able to return back! Our children & their children need more green spaces without the need to go far from this community they live in.*
- *Modern cities typically expand vertically, so we should maximize the use of public transportation, specifically the train, and build high-rises with beautiful mountain and water views within walking distance of train stations. By building high-rises close to the C-Train, we can reduce the number of cars on the roads and decrease our carbon footprint.*
- *Constructing a bus depot or train maintenance shop along the Macleod Trail would be a waste of valuable land, as these facilities could be built elsewhere.*

Roadway design issues:

- There were some comments about the roadway design specific to the Outline Plan.

The following verbatim comments were shared on this theme:

- *Regarding fire regulations, which require two access roads, an additional access point can be created from the northwest, with a bridge over the railway connecting it to Silverado Blvd SW.*
- There was one individual who was opposed to the pedestrian walkways from the transit station.

Feedback from the public on other adjacent projects

Roadway design issues:

- There were some comments about the general roadway design for the area and its impact on traffic and access by emergency vehicles.

The following verbatim comments were shared on this theme:

- *Traffic design won't work. East bound 194 and 210 are over capacity today. The design has no southbound from 194, bad idea funneling to 210.*

- *We know firsthand the volume of traffic in morning & rush hour in evening. The new plan completely stops NB traffic to 194. The plan for 194 is ruining it completely. Not a positive change, only negative repercussions.*

Traffic and noise:

- A few people shared their concern about increased noise and traffic through the community of Legacy and Lake Chaparral.
- The traffic issues raised were in relation to the proposed 194 Avenue interchange, which is not part of this Outline Plan project.
- A few people suggested building noise and visual barriers for these neighbourhoods.

The following verbatim comments were shared on this theme:

- *I feel it's best to leave it as it is today. Funneling traffic through service road to go SB is not ideal. No access NB on 194 with new plan. Not ideal to put all that traffic through Legacy. It can't hold local traffic into Legacy only.*
- *Same for NB Macleod, no access to EB 194. Bad idea to use service road or force through Legacy.*
- *Cormorant [Blvd] is going to end up being the route that Chaparral uses to get to/from south Macleod trail. Going through Walden is a maze, so folks will use Cormorant. I'm concerned it looks like it will be a small local road with tons of cut-through traffic.*
- *As a resident of Lake Chaparral, I have concerns with how this development may impact my community. 1. Sound, visual barrier from Chaparral School would be important—currently only chain link fence. 2. Pedestrians from C-Train wandering around what is currently a very quiet, well-kept residential neighbourhood. I would oppose a pedestrian-specific walkway/overpass into Lake Chaparral.*
- *I believe you would be better off leaving or improving existing intersections than this plan of convoluted roads that do not help with traffic flow or safety of people in the areas of the Chaparral/Legacy side. I'm sure it is the same on the other side as well.*
- *We have back ups every day and this closing of existing roads will just funnel more traffic to very small roads.*

Increased engagement with the public:

- A few individuals would like to see more engagement opportunities in the future for projects in the area.

The following verbatim comments were shared on this theme:

- *Have public input for these decisions.*
- *Please consult with the Chaparral Community Association and Lake Chaparral Residents Association as planning progresses so our community can be involved and provide feedback/input.*

Feedback on the applicant-led outreach process

Positive aspects:

- The open house format was appreciated, allowing attendees to speak with representatives from various city departments.
- It was noted that staff were very informative and helpful.

Areas for improvement:

- There were suggestions for future public input opportunities in decision-making processes, particularly for 194 Avenue.
- There were also requests for more space between signs and more duplicate boards for controversial or important topics.
- One attendee felt that presenters were not impartial when facing negative feedback.