



South Calgary/Altadore ARP Amendment

Stakeholder Report Back: What we Heard

May 16, 2017

Project overview

A Land Use Amendment Application was submitted for multiple properties located in the 1600 block of 33 Avenue S.W. (1602-1624 33 Avenue S.W.). The Land Use Amendment Application is to redesignate (rezone) the properties to allow for a mixed-use, multi-residential development with a maximum building height of 18.0 metres (4-5 storeys) and a maximum of 80 dwelling units. This would require amending the South Calgary/Altadore Area Redevelopment Plan (ARP) to change the current land use of M-CG (land is primarily designated for townhouses and fourplexes) and RC-2 (land is primarily designated for single detached, side-by-side and duplex homes) to M-H1 (land could accommodate a 4 to 6 storey apartment building that could include commercial storefronts).

An Area Redevelopment Plan (ARP) is a long-range planning document that guides development in a specific area and outlines:

- Where certain sizes and types of buildings should be located.
- Where amenity spaces and other public infrastructure should be located.
- How the land can be used and what can be built on the land (commercial, residential, etc.).
- Improvements to infrastructure that are needed to accommodate changes.

An Area Redevelopment Plan review has five steps. First, land use amendments and ARP amendment applications are submitted to the City of Calgary. The City then reviews the applications and shares them with internal and external stakeholders for review and comment. Next, the City hosts in-person and/or online public engagement opportunities for you to provide your feedback. The City then reviews all of your comments and uses the input collected to make suggested changes to the applicant, where possible. Lastly, City Administration presents the land use and ARP amendment applications to the Calgary Planning Commission who, in turn, makes a recommendation to Council.

Engagement overview

Engagement occurred in-person and online. We invited you to attend an open house on April 19 as well as participate in an online survey from April 19 to 23 where we asked for your feedback on the types of development appropriate along 33 Avenue, the services/amenities that you would like to see in the area and the impact that amending the ARP would have on you.

This project is operating simultaneously with another project nearby. To be considerate of your time, we chose to combine the open house for the South Calgary/Altadore ARP Amendment project with the Marda Loop ARP Amendment project.

Engagement Guiding Principles

In alignment with City Council's [Engage Policy](#), all engagement efforts, including this project are defined as: *Purposeful dialogue between The City and citizens and stakeholders to gather meaningful information to influence decision making.*

As a result, all engagement follows the following principles:



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your parking concerns to your support for density that fits within the context of the community. The following list identifies the themes we heard from you. These are listed in order of the question we posed and are not in order of importance. Detailed explanations and supporting comments are included in the [Summary of Input](#) section.

- Up to six storeys is the least preferred option for this area.
 - A maximum building height of four storeys could be supported by some people
 - Development that remains between one and three storeys is the preferred option
 - Majority prefer that this area remain residential only
 - If retail were to be added, additional cafés, restaurants and retail space would be acceptable in this area
 - Commercial use should be limited to the existing Business Improvement Area* in Marda Loop
 - Current traffic issues, parking concerns and impacts to roads need to be addressed
 - Increased density could negatively impact the current way of life for those residing in the neighbourhood.
 - The proposed development does not fit within the context of the community.
 - The Area Redevelopment Plan should be updated first and/or the Main Streets initiative should be completed for the area prior to new development occurring.
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- ▶ For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
 - ▶ For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

Results from engagement will be shared with the South Calgary/Altadore ARP Amendment project team. They will incorporate the feedback into the review of the application, and the feedback will be included in the report and presentation to Calgary Planning Commission (CPC) on June 15, 2017. CPC may either refer the application back to Administration for changes, or may keep or change the recommendation provided by Administration, which is forwarded to Council for a final decision. A date for a Public Hearing of Council has been scheduled for July 31, 2017. Further information, including draft ARP amendments will be posted on [Planning & Development](#)'s webpage when they are available.

Summary of Input

All of your comments from in-person and online engagement are reviewed to create themes. Each theme includes a summary and examples of verbatim comments in italics. These are the exact words you used. To ensure we capture all responses accurately, verbatim comments have not been altered.

In some cases, we utilized only a portion of your comment that spoke to a particular theme. This is reflected by using ‘...’. The chart below reflects the major themes we heard from you.

Which types of development would you like for this area and why?


Preferences	Explanation and supporting comments
<p>Up to six storeys is the least preferred option for this area.</p>  <p>IMAGE A</p> <p>Up to 6 storeys</p> <ul style="list-style-type: none"> • Apartment • Mid-rise 	<p>A small portion of you told us that you would be comfortable with up to six storeys. You shared that if this option were selected, you wanted assurance of sufficient parking in the area and minimal disruption. A few of you indicated that the increased density will add to the area’s vibrancy while others shared that this type of development could increase feasibility of people interested in relocating to the area. Most of you that responded to this question online or in-person were very much against this type of development. We heard from you that it is out of scale and does not fit with the community character.</p> <p><i>“Higher density housing will support a more vibrant area with better ahops”</i></p> <p><i>“It would be nice to see more condos style homes in area so more people are able to afford to live in the area and closer to downtown.”</i></p> <p><i>“With adequate parking and no longterm street/sidewalk closures”</i></p> <p><i>“NO WAY. A is terrible. No to 6 storey. It is already extremely difficult to exit the neighbourhood. Kids can't ride bikes on streets. Please reconsider. Is hate to strong a word.”</i></p> <p><i>“As a builder living and working in Marda Loop since 1996, I find the most recent commercial development out of scale and incongruent. 4-6 story buildings have become the norm and are strictly a cash cow for development conglomerates with no interest whatsoever in the character of the community. 18 m development on either side of 33rd ave diminishes the walkability of the community by increasing traffic and reducing light. I would support smaller scale commercial or multifamily projects respecting the current maximum heights.”</i></p>
<p>A maximum building height of four storeys could be supported by some people</p>	<p>Some of you indicated that if development were to occur, you found up to four stories an acceptable option for this development. Additionally, you shared that if this option were selected, you wanted to see parking and</p>



IMAGE B

Up to 4 storeys

- Apartment
- Town house
- Low-rise

traffic concerns addressed. We heard from most of you that you support densification if it is done in a way that maintains the community’s character and does not negatively impact your enjoyment of your neighbourhood.

“Any new devt must have parking & visitor parking.”

“For neighbourhood integrity - staying in line with the feel and look of the existing neighbourhood.”

“As long as the North side is only townhouses and do not block the evening sun on 35 ave. and has adequate parking.”

“Let’s increase density moderately while maintaining the character of Marda Loop”

“Density needs to be increased along that corridor, but keeping it to no higher than 4 stories would be in keeping with the existing neighbourhood ... provided that the city ensures that the developers provide adequate parking and never again use the excuse that transportation is the responsibility of the City. The infrastructure must already exist for these developments to be accepted and successful in the community.”

Development that remains between one and three storeys is the preferred option



IMAGE C

1 to 3 storeys

- Singles
- Semi-detached, duplex, suites,
- Row house, town house

Majority of you told us that you prefer development under four stories. You shared that maintaining the character of the community is very important to you and you expect new development to provide reasonable transition from the surrounding homes and match the existing look and feel of the community. You indicated that you are concerned about increased traffic and the implications to both safety and infrastructure. Additionally, we heard from you that you are concerned about parking in the area and want to ensure there is a plan to support the increased need for parking that comes with increased density. Some of you referenced the current Area Redevelopment Plan and shared that of the options that were provided, option C best fits within the ARP.

“You can still increase density to the desired amount by developing 3 story buildings. 4-6 story buildings don’t match the current developments and won’t allow for smooth transitions to surrounding homes.”

“Aesthetically, this is a better size fit for the neighbourhood. 33rd Avenue is ill-equipped to handle the volume of traffic it currently hosts. More will detract from the perceived attractiveness of the neighbourhood.”

“This is the only fair option for the existing homeowners who have developed their homes based on the ARP”



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	<p><i>"This is a transition community which is getting more and more young kids each day. Given the proximity to the neighbourhood pool and park, low density dwellings are the only safe option here."</i></p> <p><i>"of the three options this is the best of the worst. This will have the least impact on the community, infrastructure, roadways. This option I with have the least impact to existing residential properties. Roadways, lane ways can better handle the fewer additional people/car traffic"</i></p> <p><i>"Better fit with the neighborhood and existing ARP"</i></p> <p><i>"The streets are already clogged with parked cars. It's tough to navigate the roads in winter with no snow removal and cars parked. Be sure there is off-street parking for residents."</i></p>
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What services/amenities would you like to see added on 33 Avenue SW between 14 Street and 19 Street?

Preferences	Explanation and supporting comments
Majority prefer that this area remain residential only	<p>We heard from most of you that responded that you would prefer that this area remain residential. You indicated that there is already sufficient retail space and are also some commercial properties that sit empty, so you question the value of adding more. Additionally, you informed us that you are concerned that extra services and/or amenities would increase traffic and thereby add to the existing congestion you are experiencing.</p> <p><i>"Development should be limited to residential only, with a minimum of 2 parking stalls per unit, plus a guest stall per every 3 units."</i></p> <p><i>"Residential Only - stay with the guidelines of the existing Area Redevelopment Plan - No commercial development - no highrise buildings"</i></p> <p><i>"33rd is narrow (13m curb to curb) and traffic already makes it dangerous for bikers, pedestrians and motorists. Adding retail/commercial/office will further degrade safety. Non-residential belongs in mixed-use core covered by the MLARP (centered at 20th street)"</i></p> <p><i>"Already too many commercial developments, a number of which are vacant currently."</i></p> <p><i>"It is already quite congested, and anything other than residential would add too much further congestion."</i></p> <p><i>"The streets are not designed in terms of parking and volume to accomodate commercial"</i></p>



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	<p><i>“There are sufficient services already located within walking distance of this project.”</i></p>
<p>If retail were to be added, additional cafés, restaurants and retail space would be acceptable in this area</p>	<p>You told us that if services or amenities were added in the area, you would prefer cafés, restaurants and small retail space. You shared your value for local, unique and independent retailers. We also heard that you would be open to family-friendly space; space that is welcoming to children. Overall, you indicated that if a service or amenity were included in the development, it would be important that it positively impact the community.</p> <p><i>“a coffee shop might be ok along this section closer to 14th street but will add congestion to an already busy area.”</i></p> <p><i>“...increased retail and commercial options increases the walkability of the neighbourhood”</i></p> <p><i>“Cafes and independent business opportunities that serve community needs”</i></p> <p><i>“More kid-friendly shops/restaurants/spaces.”</i></p> <p><i>“locally-owned v. limited, v. small chains”</i></p> <p><i>“Smaller scale again supporting independent retailers. We have enough large scale comercial space.”</i></p>
<p>Commercial use should be limited to the existing Business Improvement Area* in Marda Loop</p>	<p>Many of you indicated that services and amenities should be limited to the existing Business Improvement Area in Marda Loop rather than on 33 Avenue between 14 Street and 19 Street. You shared with us that you think there are sufficient amenities in Marda Loop and that this area should be dedicated to residential only.</p> <p><i>“No offices on eastern end of 33rd. They only belong in core business zone in BRZ”</i></p> <p><i>“Limit the commercial development to the areas currently zoned”</i></p> <p><i>“I fee this area ia predominantly residential and we are not a part of the Marda Loop BRZ district”</i></p> <p><i>“The marda loop area has all amenities we need. This does not need to turn into another 17 av sw.”</i></p>
<p>Current traffic issues, parking concerns and impacts to roads need to be addressed</p>	<p>Many of you shared that you are concerned with the state of current traffic and you worry that increased density will make this worse, adding to already problematic congestion. You indicated that you are concerned that road infrastructure is unable to support increased density and you are</p>



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	<p>concerned for you, your family and your neighbours' safety. Additionally, we heard from you that parking is of significant concern. You asked that a traffic and infrastructure plan be done to assess some of the concerns that you have identified.</p> <p><i>"need better traffic control before adding any type of commercial space"</i></p> <p><i>"Need more parking even now it's difficult to park for banks etc. Improve intersections from 33rd to get on to 34th Ave"</i></p> <p><i>"More retail may be interesting, but it is a major artery. We see a lot of traffic congestion and pedestrian j-walking at 20th and 33rd Ave today."</i></p> <p><i>"If increasing volume of housing, you also need to increase the infrastructure. Widening of road to cope with increased traffic, more school places for elementary children. Better parking between 19th & 21st."</i></p> <p><i>"Traffic! 33rd Ave, 34th Ave, 20th St, 22nd St are already very congested at peak hours, to the point of gridlock at times. You need to develop a traffic & infrastructure plan before increasing density."</i></p> <p><i>"Permit parking for residents on side streets beside established homes"</i></p>
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*Business Improvement Area (BIA) is the new term for Business Revitalization Zone (BRZ). We have changed the terminology in our theming to be reflective of this. Your comments have remained un-edited.

What else would you like us to know about how amending the South Calgary/Altadore ARP impacts you?

Top themes	Explanation and supporting comments
Current traffic issues, parking concerns and impacts to roads need to be addressed	This theme came up in this question as it did in the other two questions and is an area that you identified as being of significant concern. Please see the previous section for further explanation and supporting comments.
Increased density could negatively impact the current way of life for those residing in the neighbourhood.	<p>Some you told us that you while you do not object to densification, you believe there should be limitations since too much densification impacts your quality of life and general enjoyment of your neighbourhood. We heard from you that you feel increased density threatens the community vibe you hold in high esteem and you are concerned that this development is not conducive to neighbours getting to know one another.</p> <p><i>"Density is good up to a point. Too much impacts quality of life of residents."</i></p> <p><i>"Detrimental to use/enjoyment of South Calgary Park."</i></p>



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	<p><i>"I would like to keep the low density, family friendly feel to the neighbourhood. Ammending the ARP threatens that in my opinion."</i></p> <p><i>"Loss of community. Larger scale buildings do not encourage neighbours to engage with each other."</i></p> <p><i>"I would be very upset if the ARP is changed to accommodate Sarina Developers. It was put in place years ago to protect our community from this high density building. There are areas in the city where this development would be more appropriate."</i></p> <p><i>"We feel that our quality of life will be impacted by any development that is higher than three stories. There would be more volume of traffic (which we already cannot handle), more overall potential for noise, and less of a community feel and sense of personal safety."</i></p>
<p>The proposed development does not fit within the context of the community.</p>	<p>Some of you told us that you do not feel the development fits with the current 'feel' of the community. You shared that you feel the proposal does not meet the stipulations within the Municipal Development Plan and that in your opinion, is not complimentary to the character of the community. We also heard your concerns regarding the impacts to the local infrastructure to support the increased density proposed in this development.</p> <p><i>"Inappropriate development for the neighbourhood - lacking in taste and unsympathetic to feel of the area."</i></p> <p><i>"This proposed development will be a severe strain on the aging infrastructure of the community. The 1948 water main in the 1700 block of 33rd Avenue (just west of the proposed development) was excavated seven times in 2016 (and once again last week) to search for and attempt to repair water leaks."</i></p> <p><i>"The proposed development does not comply in any way with the City's MDP 2-16 which states infilling must be sensitive, compatible and complementary to the existing physical patterns and character of the neighborhood."</i></p> <p><i>"Amending the current ARP so radically would upset the character of the neighbourhood as well as create a multitude of issues. These issues would include cut through traffic, lack of parking, insensitivity transition-wise towards the immediate neighbours an the inability to duplicate builds of this nature in the future as properties up to 19th St are already taken (included by Sarina Homes). This is clearly a builder driven proposal with our council and city planning departtment encouraging them along the way. Everyone has something to gain but not the community."</i></p>
<p>The Area Redevelopment Plan should be updated first</p>	<p>We heard from many of you that you feel the approach around this application undermines the current Area Redevelopment Plan. You shared</p>



and/or the Main Streets initiative should be completed for the area prior to new development occurring.

with us that you prefer to see a full review of the ARP so that applications such as this can then be measured against it. You also questioned the decision to respond to this application prior to seeking input on the Main Streets initiative. Additionally, a few of you shared with us that you reviewed the Area Redevelopment Plan when deciding to move to the area and you feel betrayed because you understood this type of development was not permitted.

“We checked zoning in the area prior to moving here five years ago and did NOT sign up for an apartment building two blocks away.”

“Community input on Main Streets should be first priority.”

“Main Streets should be discussed first. This is all the cart before the horse at this point.”

“The redevelopment plan was designed in consultation with the residents of South Calgary and agreed to by the city. It appears that what the developer wants supercedes what the citizens agreed to in good faith.”

“This would be a piecemeal approach to development which is not consistent with the overall goal and purpose of creating a plan in the first place. Plan revisions should be guided by an approved plan which meets community goals and objectives and not the desires of one landowner. Approving a redevelopment based on a vague belief that it might meet future planning yet to be undertaken violates the foundation and principles upon which planning is undertaken in the first place. The proposal is a very significant departure from the existing ARP and not simply a minor change. This development will be detrimental to the surrounding residential properties which are currently zoned for much lower density.”



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Verbatim Comments

Verbatim comments presented here include all of the suggestions, comments and messages that were collected online and at the open house on April 19, 2017.

We wanted to acknowledge that we located some comments on post-it notes at the open house that had been left on benches and on random boards that did not have a question. We could not confirm if some of these were intended to be discarded or what the comments were in regards to. These comments were coded under things you wanted us to know about how amending the ARP would impact you. Because these comments were not left at a board with an identifiable question, it is possible that these comments were not correctly coded. Due to the minimal volume of these comments, the themes in this report remain unaffected.

Personally identifying information in these comments have been removed and replaced with [personal information removed]; otherwise, comments here are completely un-edited. Comments marked as [duplicate] are comments that were a direct repeat of a previous comment. Comments that state 'see above' or some version of this are referencing the previous question that was answered. All comments were reviewed by the question that was asked.

Which types of development would you like for this area and why?

Image A

- I would like image C - to remain as is. A change would mean too high density and too much traffic!
- Leave the shops @ the other end.
- "New single family home builds on 33rd Ave mean there will be no transition to this style for decades. No."
- All development over 4 stories needs to be limited to the current BRZ. It absolutely should not extend past 19th St.
- Where will visitors park! 32 Av is resident only on the South side. North side needs to be available for sports fields, library & pool parking.
- Image A and B are more appropriate for the Marda Loop BRZ business district
- Must be conscious of reducing sunlight with too many taller buildings
- Too high density for the area - traffic is out of control as it is.
- Live on 33. What about our parking? Too big for area. Need permit parking.
- Shade on my house. No thank you.
- 6 storeys contravenes the ARP element "memorable city" the increase in traffic would not be memorable.
- Transpo capacity 33rd is not sufficient for 80 units
- How will 33 Av handle the additional traffic? Not to mention the pedestrians who need to cross. We don't need any more traffic lights to slow an already congested road.
- This would create shade in the community ie. this bldg



- Really against a 6-story building intruding into residential space. I've lived here for 40 years.
- NO 6 storey particularly wood frame
- How is Sarina homes planning to transition their 5 story condo with existing homes on the block? They do not own all the homes!!!
- NO WAY. A is terrible. No to 6 storey. It is already extremely difficult to exit the neighbourhood. Kids can't ride bikes on streets. Please reconsider. Is hate to strong a word.
- 6 Storey inappropriate for community. Mixed. Smaller apt bldgs single homes, infill duplex appropriate for neighbourhood.
- OK v near 20th St & 33rd Ave not elsewhere
- Unless you provide PARKING (underground) for EVERY UNIT built. Residence already fight to have access to their OWN homes - use your heads!
- Only an acceptable near Crowchild not outside of MLARP.
- I do not support 6 story. Too abrupt wrt existing adjacent residential.
- No thanks.
- No 6 story buildings!
- No high density - no 6 storey
- Too tall! This will create a tunnel effect on 33 if this continues!
- No! Completely out of scale for that area!
- Not matching the integrity of the neighbourhood. No.
- No. A 6 storey building does not match with the existing buildings on 33/34 Ave SW.
- Too high density traffic Is already out of control
- This area should not support this type of development
- I think greater density needs to be closer to downtown and I believe ML can sustain that density as a community.
- This would match the style of buildings in the commercial area of marda loop
- to high
- NOI
- Should be considered on the south side of 33rd only, and only to the extent that adequate on site parking is provided. Generally I
- With some stepped back upper levels with outdoor living space this seems appropriate for a Main Street like 33.
- Higher density housing will support a more vibrant area with better ahops
- Increase density provides more housing options for the neighbourhood
- Like the increased density with commercial on the bottom floor
- As a resident of Altadore, I support greater densification in my neighborhood
- 33rd Ave should become a mid-rise urban avenue.
- Our city needs to continue densifying.



- Marda Loop needs to increase it's density in order to spur the growth of diverse restaurants, shops, pubs, etc. While I don't believe that mid/high rise buildings should continue to be built forever in our neighbourhood, I do believe that now is an important time to boost the neighbourhood's population.
- It would be nice to see more condos style homes in area so more people are able to afford to live in the area and closer to downtown.
- Need more density in the inner city
- Great way to provide more housing and add choice for toe of house
- No - not wood frame - parking issue
- "Far too big for the area! Infrastructure can't support this - Agree!"
- Don't oppose density but this is wrong location - communities need stable areas - communities need upgraded utilities
- NO - this is too much - 33rd can't handle the additional traffic & parking
- "This is a neighbourhood with culture, history, uniqueness we are proud of that. No thing(?) sticking up in the sky. No"
- I understand increased density, but a 6 storey building changes the neighbourhood feeling. The corner of 34 Ave & 20 St. Is very busy. No place for that many more vehicles moving or parked [personal information removed]
- How is this supportive of an already diverse heritage neighbourhood with sun blocking ugliness!
- No - detracts from character of neighbourhood and increases traffic too much too close to 14th St.
- No to Image A&B. Not in character of the area. Mainstreet does not always mean highrise.
- Infills has already double up the density in the past few years. Additions of condo is a bad idea.
- Infrastructure and traffic relief not in place!
- Strong no - not anywhere excpet maybe the heart of 33rd. Not on primarily residential streets such as 34 Ave. It does not fit with existing developments. Not necessary. Please no!
- Only (?) Stories - no more. Enough parking in bldg for 2 car per suite
- Too high, will cause more traffic congestion, parking is at a premium already
- Should only be in central area of BRZ on SOUTH side so not to overshadow RC-2 homes on 32 Ave SW. Entire block should NOT be this as it
- Too much shade and density.
- I do not believe that this is appropriate along 33 Avenue SW among other single family dwellings. In our neighbourhood I would like to see the taller buildings clumped together closer to the commercial establishments. This would open the door to the approval of future applications for similar development on 33 Avenue SW.
- Prefer 6 storeys, extend high density development on 34th. Ensure sufficient u/g parking in design.
- With adequate parking and no longterm street/sidewalk closures
- Too much density increase - 6 stories is too tall for this stretch of 34th Avenue. Should be sent back, or scrapped - shadow lines on area homes will be significant - low density area with no transition area - Opposed to this style of "rental building" which we have too much currently on the market.



- This type of housing is at best transitory. People will buy as a starter and then move on as they start families etc. * traffic, huge parking issues, access from side streets on to 33rd will be a challenge (is already).
- Absolutely not - inappropriate for many reasons (traffic/impact on residents/park).
- "- of 4 storeys Fire hazard w/ being a wood structure - high density - traffic & congestion to other roads w/ many kids playing is already an issue - shadowing of the pool behind - failure to transition - 4 storey will have better transition w/out manie(?) impacts"

Image B

- yes
- More variety of housing types equal more options for possible residents and diversity
- 4 story buildings already exist but going to six would not be acceptable
- Works for me.
- Development would bring more money to the community and isn't too tall at 4 storeys
- reasonable size
- Let's not set a precedent by doing one on 33rd (No to A & B)
- This is the best compromise. C is best for current residents due to traffic concerns at that busy intersection though.
- This is in scale with the blocks down area. 6 storeys is too tall.
- Similar to the Shoppers building so it will fit in well.
- Since there are already a number of these types, it maintains consistency, provides needed accommodation without overcrowding or severely impacting homeowners already residing there
- B is also terrible. Allow no more than 3 stories. Too much traffic already. So awful. Stop developers messing with our neighbourhood!! Sarina is selfish!
- Image A is out of place for the rest of the Community, being very high. Image C, I believe in higher density around the core of downtown.
- 4 storeys will overshadow existing homes - not fair! Traffic, overwhelm S. Calgary park facilities - 3 storeys ok
- This is 5 stories.
- |
- Where is the parking for these developments. Image A, B & C
- Too high density will affect traffic adversely!
- Any new devt must have parking & visitor parking.
- If apartment not wood frame
- Must transition from 2 storey residential homes to anything over 4 storeys.
- No to 6/4 storey to big for streetscape.
- Image B is not modest or sensitive to surrounding neighbourhood.
- Questionable - perform shade studies to keep the street inviting to walkers.
- No - detracts from character of neighbourhood.



- [drawing - On 33rd, A closest to Crowchild, B in the middle, C closer to 14th]
- Lower level fits better into the existing infrastructure.
- Marda Loop is a popular neighbourhood and more densely populated buildings would help alleviate some of the demand for housing.
- Majority of buildings in BRZ should be this size- overshadowing, density, massing is in scale with pedestrians to create pedestrian friendly atmosphere
- As a resident of Altadore, I support greater densification in my neighborhood
- with parking underground
- 33rd Ave should become a mid-rise urban avenue.
- Better compromise between developing area and keeping with existing neighbourhood character
- It would be nice to see more condos style homes in area so more people could afford to live in the area and closer to downtown.
- Good to increase density, but still reasonable limit to height
- NO
- Good compromise on increasing density without going too far
- Need more density in the inner city
- I do not believe that this is appropriate along 33 Avenue SW among other single family dwellings. In our neighbourhood I would like to see taller buildings clumped together closer to commercial establishments. This opens the door for approval of applications for similar structures to be built along 33 Avenue SW.
- The neighborhood should keep the smaller feel, a tall tower would not look consistent.
- Would not want to see very tall buildings that cast large shadows on neighbouring properties and narrow streets.
- If higher density is PUSHED forward by City Planners then this would be the lessor of 2 evils. This type of development is still pretty high density on a residential street that is too narrow for the amount of traffic that it already has.
- For neighbourhood integrity - staying in line with the feel and look of the existing neighbourhood.
- 4 storey mixed use should feel like a vibrant main street. 6 storey is out of context for neighbourhood.
- 4-5 storey on a main street is ideal.
- 4 storey, mixed use seems agreeable. Easier transition.
- Busy street. If not here for density then where?
- To increase density BUT with a hard limit of 4 stories along the 33 Avenue corridor
- I think this a reasonable height and development size for the neighbourhood. My only concern pertains to traffic and parking. Although the City says that they want "walkable" neighbourhoods, there isn't sufficient public transport running during off peak hours and during winter time a lot of people prefer to drive to do groceries, socialize, etc.
- A cohesive combination of retail, housing (of different variety), cafe, etc.



- We have already created a tunnel effect (Shoppers Drug mart building and the one across the street) on this avenue, it blocks light and discourages wandering and shopping. I do not support anything higher than 4 storeys.
- As long as the North side is only townhouses and do not block the evening sun on 35 ave. and has adequate parking.
- Keep MC-G zoning & have rowhouses/townhouses. Don't want to see commercial storefronts on 33 Ave the whole way to 16 or 14 St.
- Any development of 4 stories should be limited to row houses, with no more than one unit per ground-lot (so, narrow homes of 4 stories each). Parking must be 2 stalls per plus guest.
- 33 Ave is far more congested than when we moved into Elbow Park 20 years ago. No more 3 storey multi-family units needed.
- Not much density as traffic is bad already
- With adequate parking and no longterm street/sidewalk closures
- Let's increase density moderately while maintaining the character of Marda Loop
- Parking and traffic concerns
- 33rd is a significant traffic and transit corridor where low rise, multiunit is appropriate scale and density
- I would like to see more commercial (pubs, restaurants, retail) below with apartments below, but keep the buildings shorter and less intrusive
- Allows for a sensible increase in housing density to help minimize urban sprawl without being excessive. Four stories also reduces the likelihood of blocking out the sun for those living on 32 Avenue SW.
- I would like to see some more density, but not excessive. Commercial should be limited to walkable entertainment, shops, restaurants. No office space.
- High density. But keeps neighbourhood integrity.
- Balance between density and scale of rest of neighborhood
- South Calgary Site: I have a lot of concern that mid rise will ruin the walkability of the street. Look at the base of 14th Street below SAIT; a complete wasteland. No one ever walks.
- This type of density of development could provide the appropriate density without disrupting the character of the neighbourhood too much.
- Increase the density and stay true to the development plan
- This seems ok on 33rd to the extent that buildings this size MUST have adequate on site parking and must also not shade neighbouring residential properties excessively.
- Up to 4 stories with Designated parking & traffic impact study
- Densification is essential and inevitable as we grow but too much too fast will open the flood gates and we don't need 6 storey buildings lining 33rd.
- No more than 4 stories as the whole area changes with high rises.
- Anything over 3-4 storeys is too high.



- UP to 4 storey would be better compromise to meet development goals while keeping with character of area.
- 4 stories best reflects the area. Need lots of parking.
- Low rise apartments - similar to Currie/Garrison. Appropriate if tastefully done/matching the neighbourhood.
- If there were designated garages and/or underground parking as the streets in this area are already rather congested as is. I feel four storeys should be the max as there isn't anything else in that area taller than that. 6 storeys would stick out considerably and be an eye sore.
- Density needs to be increased along that corridor, but keeping it to no higher than 4 stories would be in keeping with the existing neighbourhood ... provided that the city ensures that the developers provide adequate parking and never again use the excuse that transportation is the responsibility of the City. The infrastructure must already exist for these developments to be accepted and successful in the community.
- No high density 33rd Avenue already traffic bottleneck - parking an issue already lack of good transit.
- No, same as 6 - culture uniqueness. It looks awful & will be too dense.
- B along 33rd Ave is ok. A - No thank you - too big, no parking. C - much preferred for the entire area including 20th St SW.
- Up to 4 storey - commercial main floor - parking designated for residents
- Max 4 storey! Enough parking!
- I feel low rise buildings strike a nice balance between increasing density while limiting parking/traffic concerns
- Need more density, accessibly priced housing/apartments, and retail all along 33rd to revitalize the area. Need more socioeconomic diversity in the community - too gentrified at the moment, whereas it should be a vital community.
- I can tolerate 4 storeys, no higher. No infrastructure in place for parking, traffic & driveability.
- This avenue (within the 4 streets) already has many 3 story units. Increasing to a 4 story wouldnt be an issue in my mind. However, increasing to a 6 story is increasing the massing by 50% which is an eyesore, and doesnt fit in the residential community. ANy development even at 4 stories should include some retail, cafe, restaurant, and should provide ample parking for users.

Image C

- This size is in keeping with other developments in the area. It would allow for reduced traffic and parking related issues. It's also the most aesthetically pleasing of all 3 options.
- Lower height, smaller number of units
- yes
- More in line with the buildings already in area
- Keep the number of storeys to a minimum. Avoid more large apartment buildings.
- ImageC



- Image C is acceptable with a max height of 12-14 metres for eastern end of 33rd Ave.
- Yes to Image C. Big no to image A&B.
- Image C up to R2 only. Image B&C 20 St to 25 St.
- This rendering is much more appropriate in size and scale to surrounding homes and although may not meet the "high street" density suggestions, it has a stinger possibility to be supported by area residents.
- Maximum 3 stories
- This is more in line with this part of the community. An apartment would not be appropriate and would negatively affect the other residences in the area
- Outside of BRZ and on fringes this is appropriate.
- This is the image that is appropriate and respects the character meeting. East end of 33rd Ave should stay R-C1, R-C2 R-CG, M-CG and maybe on corner lots M-C1 (only if setbacks)
- Fits in with the neighbourhood. Too much traffic if more people
- You can still increase density to the desired amount by developing 3 story buildings. 4-6 story buildings don't match the current developments and won't allow for smooth transitions to surrounding homes.
- These are the predominant housing mix currently in the area and replacement makes sense
- Suits the community better
- If there must be MORE new developments that keep it controlled.
- Status quo
- Consistent with the character of the neighbourhood. Converting Single Homes to Row/Town Houses allows for increased density without creating negatively impacting neighbours.
- This is ideal
- yes no higher than 4 storey
- 3 stories is appropriate beside residential areas
- preferred size
- 3 stories is the only option that fits with offsetting residential
- These types of buildings are in keeping with the current infills in South Calgary
- This is more in keeping with the local surroundings. Many Infills have been, and continue to be, built to replace the old properties. New developments similar to image C would be in keeping with the new Infills already built
- Townhouses
- fits in the community better, doesn't block sunlight, doesn't devalue adjacent residential properties
- Aesthetically, this is a better size fit for the neighbourhood. 33rd Avenue is ill-equipped to handle the volume of traffic it currently hosts. More will detract from the perceived attractiveness of the neighbourhood.
- I don't think an apartment building is a good fit for this location. I think 3 storeys is suitable for area as single homes or town homes.



- There are already examples similar to this built in the area. Additional units of this style/type would fit in nicely.
- more consistent w/neighbours and will keep neighbourhood street feel
- this is consistent with existing structures in the area and helps maintain the neighbourhood feel of South Calgary while permitting denser residential construction. owners with single dwelling homes will not be as adversely affected as with the other two proposals. this would maintain the existing, desirable character of the neighbourhood.
- Large homes are not sustainable anymore. Calgarians will not have the wealth to afford such massive homes which ultimately drive the price up in the entire area. What will those homes look like in 20 years if oil stays at \$50? We should be building more diverse neighborhoods like Bridgeland not fortresses like Mount Royal.
- This is by far the most appropriate choice to balance the desire for increased density while also respecting existing residents, property owners. It is the best choice to keep maintain the community 'feeling' of the area. Town houses and semi-detached can significantly increase density without the major issues that would result from four to six storey developments. This is the best and most appropriate choice to meet the goals of all stakeholders.
- It will be in line with other buildings in the area, and provide higher density living without tarnishing the sky line in of the neighbourhood!
- Fits in with the character of the existing neighbourhood
- This fits with the area. Density will be manageable. It won't cast a long shadow.
- Our family would welcome up to 3 story row or town houses but is strongly opposed to any rezoning that allows apartment buildings of 4 stories or more. 3 story row or town houses still allow for higher density than what exists now, without an such abrupt change to the surrounding neighbourhood. Everyone wins. From what I understand, Sarina's proposal to rezone would allow the potential to increase density five times higher than the City's targets the Municipal Development Plan. Sarina's proposal also seems to go against the City of Calgary's good Planning Practices. Apartment buildings (anything higher than a 3 story row or town house) are not only unnecessary on 33rd, East of 18 St SW, they would also completely change the lives of the families that have already bought into the surrounding houses, and not for the better. Anything above 3 floors should stay west of 18 St SW, where density is already higher.
- This is the only fair option for the existing homeowners who have developed their homes based on the ARP
- This type of development allows new development without much impact to the surrounding homes
- more in keeping with existing neighbourhood structures. more community/intimate feel.
- Is more fitting of the area and will not diminish property values of shorter buildings in the immediate vicinity. This is extremely important to the livelihood and attractiveness of the marda loop area
- Of the 3 options, this one is the one I would prefer to see on 33 Avenue SW as it aligns better with what already exists and is much more aesthetically appealing.
- The east end should be developed as r-cg or m-cg max



- That type of a project is the right density/ height and will blend in with surrounding area and will not be an eye sore
- Building higher than 3 stories will break the current landscape in a way that will affect the overall look and feel of the neighborhood and might affect its resale value after built. I would not recommend or be in favor of anything higher than 3 stories, commercial or residential
- These types of developments would be best suited to this block as they would provide an appropriate transition to existing structures. Row houses and town houses would provide the desired increase in density, without putting undue strain on traffic and community infrastructure.
- 3 stories is the only height that is sensitive to existing community
- My husband and I bought our home on 20th street SW only a year and a half ago. We are in love with the neighbourhood. However 20th street is extremely busy we here traffic pass our home at all hours of the night. Larger buildings mean more people and we both believe that Marda Loop is approaching its capacity. Let's keep to lower buildings to preserve the character of the neighbourhood and so as not to add to the traffic issues.
- I would rather see something smaller so it doesn't dwarf all the houses spurring it. Being just two lanes on 33rd it cannot handle more traffic.
- Three storeys Max
- Three storeys max.
- This would be acceptable for the community
- Suits the look and feel of the community
- Not impeding on homes around it
- Matches the streetscape
- Would look silly to have a four or five storey building on that road.
- Anything higher would be totally unacceptable in this neighborhood and would violate the rights of existing property owners.
- This type of development would best fit the neighbourhood. The population has already doubled given the large number of infills without any upgrades in infrastructure.
- This is what is in keeping with what exists now - won't have negative impact on neighbours that other options would
- This is a transition community which is getting more and more young kids each day. Given the proximity to the neighbourhood pool and park, low density dwellings are the only safe option here.
- 1 - 3 stories is much more consistent with the neighbourhood!
- 1 - 3 storeys
- Strong preference is for 1-3 storey development
- 3 storeys row & townhouse
- 1 to 3 storeys
- 1 - 3 storey. Currie Barracks can accommodate higher buildings.



- Image A & B completely unacceptable in a residential neighbourhood like Marda Loop & 33 Ave SW. Only Image C - Row House, semiD townhouse - like Garrison Woods development. There's no parking available now - where are 80x2 cars going to park?? What about their guests???
- Image C is the only acceptable! NO NO to A&B! ☹ Does not fit with the community.
- C - 3 storey max. Row, townhouses, small apartments ok.
- Against A&B - those are almost identical except height w/o addressing actual # of units & potential impact on traffic/safety. Consultation on a 'spectrum' of choices should have consisted other possibilities.
- Image C: ok (up to 3 storeys). Images A and B: too dense - not acceptable.
- Please support solid good long term inner city growth!
- C is acceptable. A & B are not. Absolutely no relevance to current housing styles. Very street unfriendly for A&B.
- Image C is acceptable to current character. Image A&B not acceptable.
- This is way preferable to 5-6 a storey building.
- This would be ok - definitely no taller than 3 storeys fits in with existing buildings.
- 33rd Ave east of 2100 block should be restricted to 2-3 stories.
- Image C is the only option that is sympathetic to the current homes on surrounding streets.
- OK with this.
- Low density housing fits in with the frame of the community.
- C. No high density 33 Ave can't take it.
- Image C sensitive mix of this style & housing can increase density without destroying the existing environment.
- Image C only & keeping it consistent with what we currently have.
- This suits the existing neighbourhood & represents "gentle density".
- Still an increase but a better fit with the community context. More reasonable traffic impact than higher densities.
- The community can't support the added traffic and parking demands of larger scale development.
- It would look funny if it was any higher in this neighbourhood there's nothing very tall there.
- combination of housing as well as some retail , restaurants, stores, cafes
- The height of the structure would be in keeping to the new single home developments of three stories. Parking would increase in this area as the developer only provides 1.5 parking stalls per unit.
- Best option not too tall, not as much strain on parking
- Fits with existing neighbourhood. Anything above 3 stories would be an eyesore and hurt character of community. Maybe m-c1 would be okay in certain spots
- Development should be sensitive to existing properties along 33 avenue and adjacent blocks. Recently built housing along 33 avenue and adjacent lots is duplex and detached house in nature. 3 stories maximum will ensure the privacy and lighting of existing properties are not compromised. 4+ story buildings have no place adjacent to low rise low density residential housing.



- I believe that any development over 3 stories tall in this area would not enhance the community would lead to a too high density area.
- Traffic flow - very busy street. Many new beautiful homes on this street. Anything more than 3 stories is very disturbing and upsetting for residents.
- Two stories most appropriate here, provides reasonable transition form Residential-Context One to Multi-Residential-High Density
- Anything higher ones not integrate well with the surrounding homes. Also introduces much higher density than the block and neighbourhood can support reasonably.
- This vision would more than allow for the increased density proposed by the City of Calgary through their Main Street's Initiative. It would be a respectful transition to the existing residential housing and would be easy to replicate with the new housing development (mostly side x sides) already constructed down the 33rd Avenue corridor to 19St.
- Consistent with the existing development in the neighbourhood, and corresponds to the density
- This scenario fits in with the existing surrounding properties
- This type of development is consistent with the surrounding neighborhood and is complimentary with green space
- Townhouse would be acceptable
- I think 3 stories allows for appropriate transition with the existing homes, 4+ is much to high for the area they are trying to build
- Prefer lower profile and density
- Fits in with the neighbourhood, without unnecessarily infringing on sun access and fit for the current dwellings.
- Consistent with scale of existing structures.
- Perfectly fine as that is what is already in the neighbourhood.
- of the three options this is the best of the worst. This will have the least impact on the community, infrastructure, roadways. This option I with have the least impact to existing residential properties. Roadways, lane ways can better handle the fewer additional people/car traffic
- Visually works with rest of area
- For neighbourhood integrity - staying in line with the feel and look of the existing neighbourhood.
- 1 - 3 stories to fit in with existing homes.
- 1 - 3 stories in line with area.
- Image C is most acceptable although traffic is horrendous! Too, too much density in such a small area. No parking noise++
- Yes to C. 3 storey duplexes, row houses or townhouses would be welcome. Please, no 6 or 4 storey apartment buildings. No A or B.
- Up to 3 storey apartments/row houses would increase density while maintaining architectural consistency. A & B not acceptable.
- Image C is preferred. It fits in well with the area and will not cause traffic issues or congestion.

- Dropping an apartment style building in single family area on 33rd will destroy the neighbourhood feel. 3 stories max townhouses/4 plex ok.
- Much preferred. Could add some low level retail.
- Should stay within 3 stories, anything higher blocks the skyline!
- 1-3 storey developments will compliment the neighbourhood - not be an eyesore that sticks out like a sore thumb.
- 1 - 3 stories within that area makes sense, compliments what is surrounding that potential development.
- Image C is consistent with the current community profile and is one of the reasons why I moved to this area. Also, traffic along 33rd Avenue is already too high and increasing residential density will put further traffic pressure.
- The area is a residential area and anything any higher than 3 stories would have a negative impact on the community. Due to the already busy residential area having a lot of traffic on 33 Ave and 32 Ave, this would increase dramatically if a high density building is built. The current traffic corridors are not able to take on this additional traffic. Also a tall building in the middle of our residential neighbourhood would be out of place and ruin the look of our neighbourhood, especially the homes that would back onto these buildings.
- Fits in better with the other new homes in Altadore and South Calgary/Marda loop along 33 Ave and 20th street SW area. Will not cast a shadow on the homes to the north on 32 Ave. Will not over load the roads with more cars. Will be better for families to purchase. We need families not just singles in our neighborhood.
- This size fits the community the others will produce too much traffic and depreciate high end homes parking will be a nightmare does tamer if we go bigger
- Given the high number of residences in the area, this would help ensure they continue to have access to daylight and traffic congestion has a better chance of being controlled.
- Maintains the character of the neighborhood. Prevents further traffic and high density congestion.
- Anything bigger is an eyesore, is blocking sun for existing neighbors, and is adding congestion in an already crowded area.
- To keep the traffic under control, to make sure South Calgary outdoor pool gets enough sunlight.
- Prefer 1 to 3 storeys. Apartments lead to parking probs & don't fit in if they are taller than 3 floors.
- Prefer lower height, lower density (1-3 storeys) reduced (additional) traffic - larger, higher development will add significant traffic!
- Would preserve the existing walkability of that side of the street, would create the least shading on neighbours, would be more likely to have neighbourly contact between residents, would require less parking space.
- In the context of this area surrounding the proposed redevelopment, any structure larger than 3 storeys would have a deleterious effect on properties immediately north of the project. Casting shadows, increased traffic, noise and congestion in the area. This would also detract from the South Calgary park and pool setting. There are other areas within the ARP that are better suited to higher density projects.



- 2 storey infills, 2 storey attached infills.
- Scale should be to people
- See comments below
- [duplicate] Two stories most appropriate here, provides reasonable transition from Residential-Contex One to Multi-Residential-High Density
- Match building exterior with community. Brick, stone, etc. No glass, metal.
- Enough parking to accomodate vehicles.
- Without a new plan approved, the development types should stay the same as the existing ARP.
- Image C represents the concept currently enjoyed. Allows for family style community. A&B are transient, not conducive to our area.
- 1 to 3 stories not great, but not as bad.
- 32nd Av facing north. Don't want to lose privacy, shading. Concerned with Noise.
- This project will create traffic flow problems for Mount Royal.
- High density should remain in high density zones, like Marda Loop proper.
- Leave high density in Marda Loop business area.
- It's not about how many storys it's about feel metre. Think about those on 32nd Ave.
- 1-3 storey development needs to include 2 stalls per unit, plus one guest stall per every three units. No rooftop patios and no less than 1 bdrm + den suites.
- No apartment building has any place here. This is totally wrong!
- This one! Still can be higher density "fits" in better this is not part of the BRZ area.
- Respects existing property owners rights re traffic, environmental issues,
- Anything higher would significantly alter the image and atmosphere of the community for the worse.
- Anything larger than 2-3 story single family housing is too large for the neighbourhood character, massing and transitioning
- this would be in keeping with the neighbourhood - the model should be residential mix of small footage housing.
- Consistency with surrounding development. Less impact on value of exisiting single family properties. Less pressure on existing infrastructure and roads.
- Lower level fits better into the existing infrastructure.
- Consistent with existing ARP. Anything else would be accepting piecemeal approach to planning. Once a new ARP has been developed then new developments will fit with City and Community objectives.
- Matches development in current area, which is currently family friendly
- More density is better for attracting marda loop biz
- Better fit with the neighborhood and existing ARP
- This fits with the neighbourhood best.
- Keeps with the current height and feel of the area and does not block sun light or shadow the neighboring homes. Would not create a slippery slope effect and signal to other builders that mass development can be undertaken (whereas a larger height would)



- The lowest dwellings will not block sunlight
- more sensitive to the surrounding homes. better transition.
- As a resident of Altadore, I support greater densification in my neighborhood
- more in keeping with the neighborhood and concerned about the density and current infrastructure
- Single and semidetached would not fit in this area
- Want to keep the area residential, not commercial.
- Anything taller is out of character with the surrounding community
- Concerned with design aesthetic of most large capacity dwellings as well as increased demand on infrastructure in the neighbourhood.
- 12-14m maximum height. This is an easy/west road and limiting shadowing on the residential properties on 32 avenue is important
- Single Storeys
- Keep it a residential neighbourhood
- The land is presently zoned for InFills and Attached InFills in the SC/A ARP. Keep it this way. It reflects the nature of the existing Community. The Main Street Concept for 33 Avenue can begin east of 19 Street as per the Marda Loop ARP.
- Better transition with surrounding structures
- Stop over populating 33rd avenue
- I don't think the taller buildings fit. They would then move to other avenues
- This is a low density residential area and is zoned accordingly for a reason.
- Sympathetic to the current building style but with ability to increase population density.
- The streets are already clogged with parked cars. It's tough to navigate the roads in winter with no snow removal and cars parked. Be sure there is off-street parking for residents.
- Not in favour of any increase in density
- The traffic along 33rd is already busy & DANGEROUS. Image a & b are not an option... the current infrastructure simply can not handle it. I walk a lot in the neighbourhood and can barely walk anywhere without almost getting hit. Please no to A and B.
- Maintain the current type of our area. Older area are under attack.
- Suits existing residential "feel". Will not add more vehicles to an already congested area where parking is difficult
- The maximum 3 storey build which has been already occurring along 33 Avenue between 14th St. and 19 St. is in a residential conservation (RC-2) area. To parachute the magnitude of a structure such as Sarina Homes is proposing not necessary to achieve the city's wishes for increased inner core densification is totally unnecessary. This goal can easily be achieved and exceeded through modest densification along this corridor while respecting the existing charm and guidelines established for the neighbourhood.
- Too high a building would increase the density too much.
- These are already high density areas, increasing it more just adds to problems in the area
- co-op and tim hortons



- in line with other buildings in the area, parking already an issue and this would be the least impactful of the three
- This end of 33rd Ave is residential.
- This area is an older area that should be left alone. It cannot support a large development
- Least number of new tenants. Street infrastructure not equipped for yet another condo complex
- This is a residential area with families and any new development should resemble existing neighboring houses in the area to provide a feeling of community
- I live in Mount Royal very close to here with two small children. This area is already busy and congested and adding huge apartments would be crazy, so close to an R1 neighbourhood. Where is the transition and blending of neighbourhoods? Please don't do this.
- The city should follow its existing policies in this case as set forth in the MDP 2-16 "Intensification should be accommodated within existing communities in a sensitive manner. The City promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of the neighborhood."
- Hard to envision an apartment style complex on the street to the east of the Marda Loop area. I can however, envision image B in the Marda Loop zone, where such developments exist and would fit in.
- Sarina Homes has many builds along 33rd Avenue including townhouses, 4-plexes and a proposed 10-plex. All these builds pushed the original zoning. In fact on the proposed 1600 block rezone application Sarina Homes previously applied for an RCG-2 to an MCG which was not passed unanimously and seen as a modest increase by others in the City Planning Dept. To move forward to anything of the enormity proposed diverges from this modest growth earlier deemed by the City Planning Department.
- Single family homes would be preferred but as I do encourage modest densification Rowhouses and duplex and four-plexes would be acceptable
- The layout of the community is not designed for high density
- Quality Commercial development does not require high rises. Fits current feel of the area.
- This part of 33rd AVE is residential, commercial development would be unfair to existing property owners.
- Too high density. Too much traffic associated with building development.
- Why can't we value a neighbourhood traffic, sewer, destruction of trees, green.
- Buildings along 33rd already built above 3 stories 33rd & 20 St. Create park places where roadway becomes icy. The density is already exploding for available road access.
- 1-3 storey side by side or single family dwelling.
- 2-4 stories but must be stepped at back between RC-2 and MC-1. Density, massing matter. Access to sunlight. [drawing: step-backs both towards 33rd & 32nd]
- This type is most consistent with the existing character of the neighbourhood while providing increased density.
- provides sensitive transition to surrounding low-density residential, is modest increase in density, height will not overwhelm 33rd Avenue (which is only 13 metres wide), would fit in with existing new



housing stock (which is already turned over into duplexes).. perhaps M-C1 would be appropriate at certain locations on 33rd Ave

- In keeping with the rest of the neighbourhood - not high density!
- Between 14th St & 19th image C is more "in keeping" with the neighbourhood. However from 19th St to Crowchild image B is also acceptable.
- With adequate parking and no longterm street/sidewalk closures
- This fits with the current look and lifestyle of the neighbourhood and allows for a modest increase in density.
- This area ia already congested any developement with higher density would more pressure on local roads making. It would also cahnge the dynamics of the community. I beleive even this project is unsuitable for the area
- The area desperately needs the utilities updated before any expansion should be considered. There is already problems with water lines, sewer, etc. flooding the street during medium to heavy rain, hail or wet snow melting. This issue is because of old lines and the compact condos/multi-family already built. As well as parking issues.
- single family homes are the current use and density of the location, this density is too low for the location along the main thoroughfare. This is a location where a moderate increase in density would be appropriate and desirable for the redevelopment of the community.
- Minimize traffic congestion and parking on streets.
- This is a residential area with 2-3 story houses. Building an apartment building in this space will block views and sunlight from the houses behind it.
- heights should be aligned with the surrounding neighborhoods.
- The building should be in keeping with the style and height of other existing dwellings in the neighborhood.
- In keeping with what is currently around that area
- the area has a certain charm because of its mix of housing, to put in a large apartment would detract from that charm especially since the roads can't handle the extra people
- This is an old and unique residential area with heritage. The part of the neighborhood you propose to develop is low rise and a mix of old and newer homes. Putting anything other than lowrise will be an eyesore, take away my privacy, create litter, traffic,sewere issues and noise, but most of all will destroy the sense of neighborhood. It feel like Calgary has forgotten about the concept of a neighborhood and quality of life. The other end of Marda Loop is developing into the condo and shopping area and that should stop at 19th St. That area creates an interesting area for shopping and business. It is a confined area with similar structures. But having a monstrosity next door to my private residence is an insult. It violates previous development agreements and should the City approve the change will only disregard for the citizens of this neighborhood as well as civic leadership. I am appalled at the proposals.
- I live on [personal information removed] and want my area to remain residential and for families, not commercial. Traffic is an issue now and higher density buildings will only worsen this. Please say no to plan A and B



- Best because parking/traffic already backs up here. DEFINITELY only this for east of 18 St SW
- For the Marda Loop Application area, this has to stay lower density. There are far too many issues with transportation at 20th Street 34th Ave intersection. No area parking, no capacity for additional business at that specific site.
- 33rd Ave is an East/West corridor and therefore any type of high or tall development naturally blocks out the sun. This is worsened in the winter months. Increasing density is important for this primary conduit through the neighborhood, but it needs to be balanced by maintaining appropriate heights. Town and row housing is an acceptable development opportunity to maintain pedestrian friendly corridor into the higher commercial area to the West.
- This is a residential area, and keeping in line with the area
- Minimizes sightline/sun impact in area. Also minimizes concerns regarding parking and traffic
- This area just far enough from the high density inner city yet close enough its amenities making this the perfect location for that purpose. We cannot make this high density such that it would invite, more traffic, less parking, noise, congestion. Do not want a large building next door as that where it would be heading to.
- Low level development suits the atmosphere of the neighbourhood. Marda Loop is unique and sought after because of its particular atmosphere. The low density, architecturally unique environment will be lost with higher density housing. Furthermore, current road infrastructure has already seen significant strain even with current developments. 80 units in a small space would wreak havoc on the local road system and cause significant traffic and parking issues along 33rd. Resulting spill over onto neighbouring streets poses a hazard due to proximity to schools and playgrounds. Marda Loop/South Calgary/Altadore are model pedestrian/bicycling communities, and traffic congestion would significantly hamper Calgary's push for more active communities.
- As a builder living and working in Marda Loop since 1996, I find the most recent commercial development out of scale and incongruent. 4-6 story buildings have become the norm and are strictly a cash cow for development conglomerates with no interest whatsoever in the character of the community. 18 m development on either side of 33rd ave diminishes the walkability of the community by increasing traffic and reducing light. I would support smaller scale commercial or multifamily projects respecting the current maximum heights.
- This area is becoming crowded as it is and parking is an issue already, more traffic would make things worse for getting in and out of the area so less suites means less traffic. Also the area has a quaint feel to it, a character that would be tarnished by development of higher rise buildings. There are also many many properties for sale in the area, the housing market is hurting and they have stayed on sale for a long time. Overdevelopment will devalue homes in the area. Because of the existing high rise like the one along 33ave and 20 st there is little sun on the street which makes it cold, the answer is not more high rises please.
- New homes along this stretch of 33rd is ideal for three main reasons. First, many like ourselves who chose our largest investment (home) based that decision on the existing land use zoning. It is not right or fair to continue to push the zoning limits in South Calgary/Marda Loop to make developers a lot of money. We are reaching a critical point where the essence and fabric of our area - why we



bought here - is changing rapidly and the change will be permanent and not for the better. Secondly, our area can simply not manage more traffic on 33ave. Already, vehicles are using 32 avenue (and even 31 ave) adding too much traffic and speed to what used to be a quieter, safer neighbourhood. Finally, a building higher than three stories blocks vital sunlight for homeowners on 32 ave.

- Two stories most appropriate here, provides reasonable transition from Residential-Context One to Multi-Residential-High Density
- Buildings on 33rd Avenue in the area near 14th Street should be limited in height in order to maintain consistency with the single-family make up of the area. Larger structures will obscure amenities such as the outdoor pool and the increased traffic associated with larger structures make the park and library less accessible for children. Larger buildings are appropriate on 33rd Avenue in the area near 20th Street where commercial development already exists
- Two story, Townhouse type development would provide the necessary transition from Residential-Context One to Multi-Residential-High Density Low Rise.
- This area should remain residential only and be limited in size. The traffic and parking are already an issue in this area and increasing the concentration of residential space will only make the problem worse and change the desirable nature of living in the area
- Restricting the height keeps with the feel of the community, mid and low rise are not aesthetically appealing or in alignment with the area. It also depresses the adjacent land value for any existing residential. It blocks sunlight along the sidewalks that this area appeals. An outdoor walkable community. Higher density housing can also not be supported with the local infrastructure for transportation. More retail, shops, cafes and restaurants are needed that is what appeals to the residents. Less high density housing like the low and mid rise, less office space and more walkable entertainment.
- [duplicate] Two story, Townhouse type development would provide the necessary transition from Residential- Context One to Multi-Residential-High Density Low Rise.

What services/amenities would you like to see added on 33 Ave SW between 14 St and 19 St?

- see below
- 33rd is a main road into the heart of marda loop so adding more shops and dining along 33rd would essentially make the heart of the community bigger and more enjoyable for all the people who will continue to live in Marda loop and all the new people that will be there.
- a coffee shop might be ok along this section closer to 14th street but will add congestion to an already busy area.
- All the cafes in the neighborhood are always busy
- Brings people together, fits in with the neighbourhood vibe.
- Cafe space seems to be a bit short lately. More outdoor patios should be allowed..
- Cafes are well suited to the feel of the neighbourhood
- Cafes would be okay but only in the form of low rise buildings (no higher than 3 stories). It also would be better if these were concentrated around 19 street to create a vibe for the marda loop business area.



- continue building businesses along the 33 Ave as the area increases in density
- develop a cohesive community with all services available
- For all checked, increased retail and commercial options increases the walkability of the neighbourhood
- Good to see more services
- I support mixed-use development in the inner city
- I'd like to see 33rd ave become a "high street" of sorts for the neighborhood
- Keeping the community up beat
- lacking cafe's between 14-19th
- More cafes, shops, restaurants, niche stores etc.. are the appeal to this area. There is a culture here and vibe that is between the walk along Stephen Ave and Kensington. We should really encourage this and even if needed make 34th Ave just shops with big sidewalks and little to no traffic. This is not downtown even though we are inner city (so higher density is expected like Image C) but low stories and walkable entertainment is what this area needs and there is a huge opportunity for it.
- More places to eat, drink and socialize.
- more restaurant and food options should be in walking distance to our homes
- No
- Not many cafe type locations in Marda Loop currently.
- Possible extension of existing development style between 18 and 19 Street
- Provides character and business but not too commercial
- Retail and commercial uses will make the surrounding neighbourhoods more walkable and urban.
- see above
- see above
- see above
- small cafe
- Small coffee shop or food outlets
- Small, boutique outlets fit with the current and developing model
- the more the merrier, keep people walking in the 'hood
- This would be ok
- Walkable, family friendly businesses that are inviting
- Would add to walkability in the area without dramatically changing landscape.
- Would help build critical mass to support existing Marda Loop area
- Would rather have retail disperse from 20 st first
- Yes, but have to be careful. Don't want to create too much competition for Phil & Sebastien. But good, locally owned cafes would be great...No Starbucks or Tim Hortons.
- Yes?
- Cafes and independent business opportunities that serve community needs
- Enough already.
- How do you propose to handle the increased traffic parking given you can't widen the road?



- More cafés please, but address parking
- More family restaurants w/ patios
- More kid-friendly shops/restaurants/spaces.
- No more 3-4-5 storey buildings on 33rd Avenue - Residential only!!
- No Thank you!
- Ok where will people park?
- There are plenty of cafés already
- Vapor Lounge!
- Yes - more cafes - outdoor patios
- Dental/Doctore
- No
- No 5 or 6 story buildings. will spoil the area. nice residential area and has been for years!
- No more office - enough already
- No offices on eastern end of 33rd. They only belong in core business zone in BRZ
- No offices!
- no office-type spaces at street level. i.e. no phone stores, insurance, dentists, etc. These belong at level 2+
- No thank you
- Residential only! (no more pubs) More space for a larger library
- 1. Retain residential character. 2. enough services around 20St to Safeway
- 33 ave is/has lost its unique flavour. All it is turning into is a wind tunnel with high rise building on either side and big/chain stores. Stupid.
- A library. Child facility or just an open space for gatherings/festivals etc
- a upscale cannabis dispensory
- All this retail/apt adds & no parking
- an alderman that listens & cares! A city that listens & cares!
- Better pedestrain crossings ie. Extended curbs, crosswalk lights, etc.
- better road. Maintenance - potholes are terrible
- Better transit. Not allow cutting thru community when Crowchild is backed up (which is most afternoons)
- Bike lanes on 33 Ave will slow down traffic & this is a good thing
- Bike share or bixi bikes
- calming traffic. 33 Ave is a high risk for pedestrians & cyclists. Speeding is an issue
- cap our taxes
- Commercial space will disrupt all existing homeowners
- Expanded library
- Green space - trees
- Greenspace curb use for gardens
- Landscaping. Pedestrian crossing



- Lower taxes as the tax base will increase 10 folds as a result of this development
- More 4 way stop signs especially 21st & 34th Ave
- More green space
- More Pedestrian Friendly. Fewer Dogs!
- need better traffic control before adding any type of commercial space
- Need more parking even now it's difficult to park for banks etc. Improve intersections from 33rd to get on to 34th Ave
- Need to maintain a family friendly set of services/amenities with provision for green space. We don't need another 17 Ave business area - it is residential with some services
- Needs to be more walkable now all we are going to is a traffic thoroughfare
- No cannabis dispensary in any way shape or form - this is a family/senior area
- No curb extensions on 20 St. SW - too dangerous for cyclists, blocks dual lane traffic at corners.
- None because no parking
- Parking already a big problem
- Parking. Traffic. Road repairs
- Pedestrian crossings
- Permit parking for residents on side streets beside established homes
- Residential Only. Traffic congestion getting to be a problem
- Shouldn't be anything different than what is already allowed from 19 St. to Crowchild Trail.
- The library needs to be much bigger
- There's enough Rest. Now. More parking. More pedestrian lights to cross streets
- Traffic calming. Dangerous to crossstreet. Businesses need parking ~ scarce already. Help for businesses already struggling ~ several closed recently
- Traffic circles
- traffic mitigation for offsetting streets (32nd - 30th Ave) - protect pool area and school zones
- Walkable community No traffic/parking required
- Water supply & drainage
- see below
- All the above. A mixture of uses
- Art type studio for kids or kids sport facility
- develop a cohesive warm community feel which includes the design of the complexes that will have a homier feel.
- Existing development at SE corner of 20 Street and 33 Ave already too large for this community. Let's please not repeat this mistake.
- green space, use of curb area for gardening or put in flowers, keep us green and healthy. Better pedestrian lights and crossings. Please keep this residential.
- Health/fitness related shops would be beneficial, such as spin, yoga, lessons for children. Currently, Marda Loop has plenty of restaurants and coffee shops, but not much in terms of activities, parks, green space.



- I do not want to see high density residential structures added in the Marda Loop. Due to the City's limited east-west traffic venues, 33rd Ave is handling traffic volumes beyond it's intended use. That's just one of the visible infrastructure limitations this neighbourhood currently experiences.
- Infrastructure (public transportation)
- infrastructure upgrades well before any development. Stop the piecemeal approach of adding density and then figuring out that the inf infrastructure is not appropriate.
- Maria Loop will benefit from growing and offering more businesses
- mixed
- Mixed use residential and retail
- more space for seniors and children.
- More unique establishments (think Pips Board Game Cafe). 33rd Ave between 19th Street to Crowchild should only be commercial/office (no residential); but 33rd between 14th and 19th is a bit trickier as there are quite a few houses there. Ideally one day, all of 33rd between 14th and Crowchild would be a retail/restaurant strip, similar to Inglewood. Please please please...No more hair and nail salons!!
- New development should be slowed down, too much too fast.
- NO low income or assisted housing units in the area, there are already too many lower income rental units in the area
- Put a trolley back in and connect marda loop to 17th ave.
- Restrict commercial between 19 street and Crow Child
- specialty grocery stores, bakery, meat market, etc.
- TREES, TREES, TREES
- We have plenty services and amenities in the 33rd ave block between crowchild and 19th street. There is no need for amenities in the 14th street to 19th street area.
- Well marked pedestrian crosswalks.
- *Residential ONLY* Keep others 20 St - 24 St
- Commercial should be concentrated in Marda Loop BRZ (19th St to 22nd St)
- Development should be limited to residential only, with a minimum of 2 parking stalls per unit, plus a guest stall per every 3 units.
- Higher density developments to support additional shops (similar as Kensington)
- higher density w. shope/restaurants below - consider street vibe no 5+ storey bldgs
- how about live/work spaces like in Bridgeland
- If development E.G. - 5 storeys is allowed this will encourage more big scale propositions SPOILING the neighbourhood
- Limit the commercial development to the areas currently zoned
- low-density residential as this is not part of the marda loop business district.
- Maintain residential only!
- Maintaine family character, interface with streetscape. Increase density in smaller developments

- Maintaining family character development is just as important. Single, townhome, duplex, infill with some yard s.b. an option
- No high rises keep to low rise housing with parking
- No thru streets @ 15 St 15A St 16A St _ etc. to maintain the neighbourhood feel
- None!
- None!
- Primary residential family dwellings
- Residential family housing only!
- RESIDENTIAL LOCAL ONLY! No parking lots, no McDonald's, No Tim Horton's, No Costco, No Walmart
- Residential on 33rd @ 1600. We have all other amenities in easy walking distance. Commercial increases traffic.
- Residential only
- Residential only
- Residential only
- Residential only
- Residential Only - stay with the guidelines of the existing Area Redevelopment Plan - No commercial development - no highrise buildings
- Residential only Between 14 & 18 St.
- Residential only Lets stop the overcrowding we are headed for
- Residential only no more businesses between 14 & 19 STR.
- Residential only. It is lovely. Why allow developers to destroy for short-term gain.
- Residential pls - lower level retail.
- Residential. There is enough commercial west of 19 St
- Single residential
- Single, semi-detached, duplex residential housing - reject idea of additional commercial development - traffic issues NB!
- [duplicate] All needed amenities are already present West of 19th St, at Marda Loop proper.
- [duplicate] All needed amenities are already present West of 19th St, at Marda Loop proper.
- [duplicate] All the necessary services/ amenities are already in place West of 19th Street in Marda Loop proper.
- 14 street to 18 street
- 33rd Avenue is a residential street with many older homes. We are already losing the small neighbourhood feel. If we want to create walk friendly neighbourhoods we have to have amenities but tall apartment buildings do not meet this criteria but instead put up barriers.
- 33rd is narrow (13m curb to curb) and traffic already makes it dangerous for bikers, pedestrians and motorists. Adding retail/commercial/office will further degrade safety. Non-residential belongs in mixed-use core covered by the MLARP (centered at 20th street)
- A lot of amenities NOW within walking distance in the area.



- again, it is important to leave the residential areas consistent with the existing look and feel of the neighbourhood. we already have significant development going in on 33rd Ave and I personally don't want more businesses further down 33rd Avenue. parking is already difficult and this will be exacerbated, increase traffic and damage the neighbourhood feel of Marda Loop.
- [duplicate] All needed amenities are already present West of 19th St, at Marda Loop proper.
- All of the amenities listed are already available nearby, some along 34th Avenue and many more west of 19th Street on 33rd Avenue.
- [duplicate] All the necessary services/ amenities are already in place West of 19th Street in Marda Loop proper.
- Already have commercial space in other parts of marda loop and 14th st
- Already too many commercial developments, a number of which are vacant currently.
- Commercial development beside residential property owners would infringe on their quiet enjoyment of their property.
- Commercial enterprises belong west of 19th Street. There is not enough parking and commercial operations will increase the traffic. Traffic is already too high.
- Commercial should be consolidated in the core of Marda Loop (Crowchild to 19th Street) and along 14th Street
- Consistent with existing ARP. Need to first revise ARP overall and then appropriate development can be approved.
- Density should be appropriate for the infrastructure. Tall buildings should be near LRTS. Calgary is a winter city so bike lanes just do not cut it and LRT lines are far.
- Do not want to add to parking and traffic woes already occurring in the neighbourhood. These blocks along ## Avenue are zoned residential; not commercial.
- Fits in with what is already there.
- For the most part there are enough shops and restaurants from 19th west would prefer to keep community centre area with preschool adjacent mostly residential
- Full commercialization of 33rd avenue is not feasible nor should it be sought. Extensive residential redevelopment has already occurred in the past 10 years. Increased residential density is preferred for any new type of development, while maintaining appropriate height and massing to not disturb the streetscape environment. Office and retail are more appropriate centred around 20th street where many existing properties await redevelopment.
- High density apartments
- I already have an abundance of services available to my family within walking distance. Replicating more of the same such services will add to our already difficult parking and traffic issues.
- I envision a mix of family scale row housing along with duplexes and 4-plexes along this corridor lending itself to an upgrade in densification yet blending with the existing Avenues. This would allow for a true transition between immediate neighbours and the existing retail further down on 33rd Avenue.
- I feel this area is predominantly residential and we are not a part of the Marda Loop BRZ district
- I feel I have many choices already available to me along 14St. , 33rd & 34 Avenues.



- I have been told by Sarina Homes that there will be no retail in their DP application
- I live on 33 Ave - moved here recently to be in a residential area, having lived close to commercial activity, based on the zoning assigned to this address.
- I personally don't see any need for services between 14 and 19 street.
- I would prefer residential only from 18 St, East
- I would rather see the current older business properties and old decaying dwellings between 19th and 22nd St be revitalized before adding to 33rd ave East of 19th
- I'd like to see commercial services remain centred on 20th Street
- It is already quite congested, and anything other than residential would add too much further congestion.
- Keep commercial services at 19st to Crowchild
- keep it residential - we have lots of services closeby
- Keep services in existing area
- Keep the business district where it is. This area is residential and doesn't need any services/amenities as they are only a stone throw away up 33rd ave.
- Keep the commercial area where it is
- Keep this as a residential conservation neighbourhood. There are already plenty of service/amenities all along 34th Ave.
- keeping with the neighborhood
- Limited to 3 stories so as not to impact residents of 32 ave enjoyment of afternoon sun in backyards. All shade studies were based on 10 am. To 4 pm. When most people are at work.
- Maintain existing residential between 14 and 18 Streets. Increase density to townhouse and lower density multi unit low rise.
- Marda Loop already has a vibrant business area.
- Marda Loop has plenty of restaraunts, cafes, and shops. 14-19th street are residential and should remain this way.
- multi family low rise (max 3 stories) transitioning to the retail zone
- No amenities
- No brainer
- No more additional development. 33rd Ave is overrun with development, traffic, people. There is no more room
- No more than 3 stories
- No need for anything other than residential on east end of 33rd. Street is already too busy
- Non residential belongs in core marda loop area.
- None, it should remain residential only
- Others will need so much more parking
- Predominantly residential now and it should stay that way. Leave commercial west of 19 Street.
- Prefer concentrated, vibrant retail area at west end of 33rd and 34th Ave rather than dispersed, non-contiguous area all the way east to 14 St SW



- Prefer keeping commercial in other nearby areas
- Prefer less traffic
- Preserves the feel as a neighbourhood not a strip mall
- Put services/amenities closer to crowchild where population is.
- Residential is best suited to this block as it provides best transition to surrounding blocks, which already have new infill developments. Residential in the form of row houses is best for transition and traffic worries.
- Residential maintains the existing character of the neighbourhood which is likely the reason many people have decided to live in and raise families in this inner city location. I live on 1900 block of 33 Ave with my wife and two young children and view the scale of the redevelopment proposals as obscene.
- Residential only
- Residential only
- Same as above
- Same reason as above. This should remain a family neighbourhood
- See comments below
- should be allowed
- Streets are getting too busy all ready. Not designed for High density.
- The area desperately needs the utilities updated before any expansion should be considered. There is already problems with water lines, sewer, etc. flooding the street during medium to heavy rain, hail or wet snow melting. This issue is because of old lines and the compact condos/multi-family already built. As well as parking issues.
- The marda loop area has all amenities we need. This does not need to turn into another 17 av sw.
- The non residential services already have a zone in marda loop core. Not appropriate outside of there.
- The space and sidewalks there are not suitable for anything else. Having access close to the traffic there would endanger the public.
- The streets are not designed in terms of parking and volume to accomodate commercial
- There are a lot of other services already down the street. The addition of the building with the shoppers has caused a long shadow, a wind tunnel, created congestion with at the 33 and 20 intersection and 34 and 20 intersection. Parking is becoming a problem on 32 Ave near the park and people are coming through at high speeds when children are playing and crossing to go to the park and library. I've had friends comment that the building with the shoppers is an eye sore and has taken away from the character of the area. It reduced the walkability and vehicle navigation in the area. Doing the same kind of thing further up the road would create congestion on all points of 33rd.
- There are enough retail, restaurant and cafes at 14th Street and at 20th street, keep it residential to avoid parking and congestion issues
- There are more than enoough cafes already in Marda Loop and there is little or no parking for these. This residential neighbouor and lets keep it that way develop more around 14 st and 17th Ave if possible.



- There are only single family dwellings in this area of 33rd Avenue, including dire try across the street. There are many vacant lots in parts of marda loop with more commercial/mixed use already existing
- There are plenty of shops and eateries sprinkled throughout South Calgary and Altadore which are convenient and walkable.
- There are sufficient services already located within walking distance of this project.
- There are tons of retail/office options within only a few blocks of this proposed location. More aren't needed.
- There has been enough restaurants , cafe's , retail built in the last several years between 10 street and Crowchild.
- There have been too many commercial spaces added already, no more!
- There is a large enough business area already
- There is already a large number of retail facilities and businesses on 33 Avenue.
- There is already a mixed-use core on 33rd avenue that is covered by the Marda Loop Area Redevelopment Plan from 2014. Adding commercial services at the east end of 33rd would leave those businesses stranded. There is no chance of creating a secondary "high street" at the east end of 33rd because the majority of housing stock housing stock has already turned over. Any high density housing or commercial would be an outlier and would not fit fit in with existing neighbourhood.
- There is already a place for retail / commercial in the main marda loop core (at 20th street). This area of Marda Loop is supposed to remain residential
- There is already too much congestion
- There is buisness/cafe to the south and the library/ community hall to the north, so feel this should remain a residential part of the avenue.
- There is enough commercial and retail currently on 33rd Ave. Leave space for parking and residences.
- There is enough commercial development already on 33rd ave. If more retail or businesses are allowed to build here it increases traffic problems and parking
- There is no need to zone for commercial east of 19th, as the existing Marda Loop BRZ is accessible by foot from anywhere in South Calgary and Altadore. Decentralized commercial zoning does not have a proven track record in Altadore - the area on 16th Street near 40th Avenue being one of a number of examples
- This area works well as a residential and is a nice walking distance to the vibrant community. There is no need for additional stores.
- This end of 33rd Ave is considered
- This is a residential area. We have a great commercial hub in Marda Loop around 20 St.
- This is not a business area, it is residential and should stay that way.
- This Should be residential
- Traffic issues, no easy access



- Until Marda Loop area is fully developed, there is no call for developing commercial towards the 14th street end of 33rd. It would be out of place.
- Uses other than residential should be limited to 34th Ave and in the existing mixed use zone at 20th Street and 33rd Ave.
- We already have traffic congestion, safety issues on residential streets,
- We have enough in this area and amenities close by.
- We have enough services and having Blush Lane is just perfect.
- Why?
- Yes. There is plenty of amenities in the MardaLoop district already
- [duplicate] More restaurants that allow children
- better dining - not pubs - date night in the neighbourhood. - tired of bar food.
- locally owned
- Locally owned. A variety of different types
- Mid level dining - not pub. Asian and/or Italian
- Mid level restaurants - no or limited fast food
- mix of retail & offices will help w/ restaurants etc.
- More restaurants
- More restaurants & shops with parking underground
- More restaurants /cafes
- More restaurants please, but need to address parking
- More restaurants that allow children
- No restaurants - not enough parking
- No thank you
- restaurants that are locally owned
- Would love more restaurants, cafes & pubs. NO BARS
- see below
- [duplicate] 33rd is a main road into the heart of marda loop so adding more shops and dining along 33rd would essentially make the heart of the community bigger and more enjoyable for all the people who will continue to live in Marda loop and all the new people that will be there
- [duplicate] continue building businesses along the 33 Ave as the area increases in density
- [duplicate] I support mixed-use development in the inner city
- [duplicate] I'd like to see 33rd ave become a "high street" of sorts for the neighborhood
- [duplicate] Possible extension of existing development style between 18 and 19 Street
- [duplicate] Retail and commercial uses will make the surrounding neighbourhoods more walkable and urban.
- [duplicate] Would add to walkability in the area without dramatically changing landscape.
- Additional restaurants in the neighborhood to attract more residents
- Again support the smaller independents. Large scale commercial spaces encourage box stores and driving requiring parking.



- Although we have some restaurants in the area we need more quality ones like Globefish and Anew table.
- As above, for me reasoning for cafes. We have a real opportunity to keep the existing appeal to the area and expand tremendously. Let's not detract from the culture and community that is so strong here by incorporating low to mid rise condos and more office space. There are areas in the city for that already. I am most proud to live in this area because of the sense of community and the safe streets and walkability like European or South American ways of life putting aside the need for commuting everywhere and just as a family heading to Marda or Altadore or Garrison shops or other commercial stops. Greater density too will bring too many vehicles onto the streets and detract from the safety of the area.
- Health food - veggie restaurant
- It would be great to have some mid-tier restaurant (not fast food) to make the neighbourhood more of a destination area and great place to live for residents.
- main floor restaurants are great. More outdoor patios should be allowed, with noise restrictions after 11 PM.
- Make Marda loop more of a destination
- More choices of sit-down dining, family-friendly
- More choices would be nice
- More ethnic restaurants
- More places to eat, drink and socialize.
- more restaurant and food options should be in walking distance to our homes
- Need more and better non-chain locations.
- No
- No big name restaurants...Don't want Subways or Opas (Phil & Sebastien excluded). Want locally owned
- No box chain restuarants
- Not many restaurants in the immediate Marda Loop area, a few more would draw more visitors and add variety to the restaurants available.
- One would be ok
- Provides character and business but not too commercial
- Restaurants would be okay but only in the form of low rise buildings (no higher than 3 stories). It also would be better if these were concentrated around 19 street to create a vibe for the marda loop business area.
- see above
- see above
- see above
- see above
- small local resturants
- Small unique restaurants



- The south calgary/altadore/marda loop areas boast significant residential zoning, but lack local restaurant space. While 17th avenue is in proximity, the vibrancy of the neighbourhood would be enhanced by small restaurants and associate shops.
- There is a lack of quality restaurants in the area - would be great to fill that void, but in a building in keeping with the residential look of the area
- Tim Hortons
- with patios
- Would love more restaurants in my neighborhood
- yes please, ethnic, families welcome, brunch places
- 0
- Better transit No tall buildings Keep it residential in these areas
- Better use of existing facilities and commercial buildings
- Definitely more child friendly, family friendly retail & restaurants locally owned
- Enough already.
- I'd love to see more restaurants, cafés & retail.
- If you want viable retail, we have enough choices. More will increase tenant failure. Property taxes need to be addressed for viable retail.
- It must support a walkable community & the neighbourhood, eg) butcher, Flower Shop
- Locally-owned businesses. No to big chain companies
- locally-owned v. limited, v. small chains
- More retail requires higher density residential to support it.
- more retail that brings in a variety of stores
- No more banks
- No retail on eastern end of 33rd Ave
- No Thank you
- Retail 4 office, food service - main level - under residential up to 3 storeys
- Retail to be concentrated around current locations. Does not need to swallow up all residential streets
- small, local shops. Support local NOT Big Corporations
- taxes too high for local business
- Traffic flow is already impacted because of the new development of Garrison Woods - We need to take traffic away from residential areas - making it more foot friendly and peaceful. NO MORE 3-6 STOREY BUILDINGS PLEASE
- see below
- [duplicate] continue building businesses along the 33 Ave as the area increases in density
- [duplicate] I support mixed-use development in the inner city
- [duplicate] I'd like to see 33rd ave become a "high street" of sorts for the neighborhood
- [duplicate] Possible extension of existing development style between 18 and 19 Street



- [duplicate] Retail and commercial uses will make the surrounding neighbourhoods more walkable and urban.
- [duplicate] Would add to walkability in the area without dramatically changing landscape.
- 33rd is a busy road and a main hub for stores and amenities but there is room to add more.
- 33rd is a main road into the heart of marda loop so adding more shops and dining along 33rd would essentially make the heart of the community bigger and more enjoyable for all the people who will continue to live in Marda loop and all the new people that will be there
- additional retail in walking distance is ideal
- Again, if small and boutique - can be appropriate for this street
- As above, for my reasoning for cafes.
- bakery, small fruit market (like green grocers everywhere in Toronto),
- but not another hair salon, or cell shop, maybe lower rental rates so smaller, local, interesting shops will open and not just chains.
- closer to 19 street
- co-op
- Increase shopping options improve as shopping destination
- Independent shops, not major brands or bigger retailers.
- little shops
- Local butcher, bakery, more clothing shops
- More food retail like bakery or butcher
- More retail may be interesting, but it is a major artery. We see a lot of traffic congestion and pedestrian j-walking at 20th and 33rd Ave today.
- necessity retailers, like grocers, pharmacies (not just special boutiques)
- No
- Retail lower and main level. Only residential on 2nd and 3rd levels
- Retail would be okay but only in the form of low rise buildings (no higher than 3 stories). It also would be better if these were concentrated around 19 street to create a vibe for the marda loop business area.
- see above
- see above
- see above
- see above
- See above
- Smaller scale again supporting independent retailers. We have enough large scale comercial space.
- Some main floor retail should be allowed.
- Stop forcing them out with such swing in business taxes. Street level retail should be encouraged.
- Street level retail shops to increase citizen engagement in the area.
- there is enough restaraunts/cafes on 33rd but limited retail



- We have very little local retailers here. Kensington's BIA has done a good job of keeping it local.
- With the population boost of more highrises, new and unique retail shops would be better supported
- Would love more children stores

What else would you like us to know about how amending the South Calgary/Altadore ARP impacts you?

- 3 storeys is acceptable - would create a good transition - would have less ppl in a smaller area. Less traffic, more parking more sun - win-win for everyone.
- Increasing density & maintaining a thriving retail/commercial base keeps the community exciting and desirable. Bring it on!
- More trees (esp on 33rd) - Improve pedestrian realm/public spaces - more kid-friendly spaces (ie parks, retail, etc.)
- Shadowing of adjacent properties w/ 6 storeys - not against development, would be okay w/ 3 stories - parking situation-parking under building won't be sufficient - Alley is too narrow for more garages - Parking on 32nd & alley - Getting in & out of the alley - Traffic on 32nd Ave & alley - Soccer across 32nd Ave is causing a lot of parking issues - development is in middle of low density area-there is no transition to the lower density.
- Too many roads that go through - would like to see infrastructure before planning applications - don't want high density as proposed - no parking - there's already an increase in density - infill
- Traffic increase - Infrastructure does not support additional traffic - Parking issues need to be addressed - increased height = shade
- Walkability - wider sidewalks - more trees
- Water servicing - Affordable housing - Mixed housing - Better transit (shuttle bus)
- 20th St & 34th should stay low rise. Not 6 stories.
- 33 Ave is not an avenue that meets the ARP element: Encouraging more walking, cycling & transit use therefore all options contravene the ARP.
- 40 km/hr zones off main streets. Eliminate beg button at 33 Ave & 20 Street.
- A development ALP shouldn't be approved before a comprehensive plan is confirmed that support the entire block/street.
- Access and travel is constantly increasing 33rd & 34 Ave have increased massively. I do not believe your 2013-2016 traffic study. And its only getting worse.
- Actually retaining the character of the neighbourhood would be good.
- Against revised ARP. Enough traffic already!
- Amending ARP should not compromise community personality.
- Any plan to wide 33/34 Ave, the current size is not efficient to accommodate buses and another (?) simultaneously.
- As a cynic there proposed development seem to be a method to create more tax revenue.
- Bigger library. More parking.
- Bike friendly green spaces, trees. No high density. Med is ok.



- Bike lane on 20th Street not working.
- Bike lanes = more cycling = less traffic = better parking situation!
- Bike share
- Bikes lanes on 34th? Livable Streets
- City needs to re-assess traffic near Marda Loop considering all development going in.
- Community input on Main Streets should be first priority.
- Community is already crowded with the increase of house - conversion to in-fills which has double the population density in recent years.
- "Concerned about increased traffic & parking.
- Me too."
- "Concerns:
- Traffic increase - Land value going down - Infrastructure concern - Parking in the area is of concern - # of ppl in teh area (small area)."
- Congestion at 34 Ave & 20 St SW! Not getting better!!
- Congestion There is no place to park vehicles.
- Current traffic exceeds what road was planned for (+10,000 cars) - traffic calming & mitigation needs to be put in place ahead of new developments.
- Dealing with parking and traffic.
- Densification is good to a point, but too much increases traffic significantly & impacts the pedestrian experience in a negative way. Then the quality of life declines.
- Density is good up to a point. Too much impacts quality of life of residents.
- Designated bike routes through community (doesn't have to be on 33rd) - increase amenities (retail, commercial) - improve transit
- Detrimental to enjoyment of the park.
- Detrimental to use/enjoyment of South Calgary Park.
- Develop 34th as extension of 33rd commercial/high density residential.
- Developers should not be allowed to take over any sidewalks or it costs WAY more in permit fees.
- Do not increase density in this area until we have flying cars! You'll slow down 14 St and/or Crowchild Trail for existing residents.
- Encourage urban forestry
- Enjoy the housing diversity in the area, want to see it continue. There needs to be more transitional housing ie. condos for 1st-time buyers so renters can buy into the neighbourhood.
- Favour mixed use in appropriate locations. Make focus on traffic calming on residential streets.
- Has the "main street" initiative been decided? Will that push thru any apartment style buildings?
- Have lived in Altadore area for 33 years. The 15th St 33rd Ave plan will stick out like a sore thumg & strongly opposed to it. Parking is already at a premium there due to the library, community centre, etc. Out of place and sets a bad precedent.
- How about more services and public transportation
- How about traffic density.



- How do we manage the traffic conflict with pedestrian shopping experience? Marda Loop = pedestrian shopping experience
- How does Serena & their friends sustain this beautiful heritage neighbourhood.
- I don't think anyone cares! Developments appear to be "rubber stamped".
- I don't want a 4 story condo **next to our house** - shading, traffic, utilities (water shut downs).
- I would like to keep the low density, family friendly feel to the neighbourhood. Ammending the ARP threatens that in my opinion.
- I would prefer to see a main street initiative Plan first.
- If increasing volume of housing, you also need to increase the infrastucture. Widening of road to cope with increased traffic, more school places for elementary children. Better parking between 19th & 21st.
- If we densify residential we add cars not businesses, we need to balance.
- In areas around 20th Street & 33rd/34 Ave utilize back alleys for traffic relief. Perhaps make the PT0 hom/businesses open on the alleyside & make that mroe useful space as well.
- Inappropriate development for the neighbourhood - lacking in taste and unsympathetic to feel of the area.
- Inappropriate location for commercial/retail activity - this is a residential area.
- Increased traffic on 33 Avenue.
- Incremental demand for utilities.
- Is Calgary still expanding. Who is going to live in these new houses/condos especially rental market slow.
- Loff of privacy. Windows
- Look at all the development on 33rd Ave not just the building requiring a permit.
- Loss of community. Larger scale buildings do not encourage neighbours to engage with each other.
- Low rise (3 storey) limit. There is already too much traffic in Altadore & South Calgary.
- Main Streets should be discussed first. This is all the cart before the horse at this point.
- Marda Loop you are makeing less choice single housing uniqueness has died.
- Maybe try to attract individuals/families interested in not buying a vehicle/live local.
- Metered parking? - Overflow parking on other Ave/Streets! - Parking allotment based on what?
- More parking on 33rd & 34th speed bumps on 34th Ave as many speed down it.
- No bike lanes necessary on 33 Ave or 20 St SW - not necessary - I've been bicycle commuting that route for 30 years.
- No bike lanes on 33rd.
- Object to development for 6 story units on 33rd at 16th: - want community to stay low rise because of visual ie keeps as families not commercial - increased traffic & parking issues (I have no driveway or garage) - Beleive current regulations support low rise. [personal information removed]
- Parking - not enough. Driveability of 34 & 33 Ave. Traffic - not accomodated.
- Parking & congestion.
- Parking can't get any worse!



- Parking is a huge issue already on 33rd Ave.
- Parking on residential streets mean 33 Avenue is already crowded, especially on weekends. I prefer to park in front of my house not a block ore more away!
- Parking permit for homeowners, we do not have a place to park in a neighbourhood that we live in.
- Parking permits along 32 Ave when SWBRT is put in place.
- Parking! Parking! Parking!
- Pay attention to housing stock turnover. Its too late to put condos everywhere. The proposed building will be an outlier.
- Permit parking?
- Poor plan, developer is not considering fit or impact on community only trying to maximize profit.
- Property values will drop with addition of multi family units adjacent.
- Prov. Gov wants us to install solar panels - alt energy. How is city planning to ensure we have solar access or energy to our homes.
- Public garden spaces
- Sarina Development There is no transition in height or mass from this proposed building to anything around it for 5 block in any direction.
- Sarina Development This development permit should not be approved. Building an 18 m high condo building in a RC-2 (max 10 m) area is visually disruptive and out of scale! Developers cannot be allowed to 'drive' the ARP.
- The 4-way stop at 34 Ave & 20 St is horrible for both cyclists and pedestrians.
- The City is not retaining the character of this neighbourhood by allowing 3-6 storey buildings. Shadows cast by multi storey buildings impact the houses in many directions. Lack of space for parking already is a problem - Let's not make it worse!
- The current plans will significantly reduce my quality of life, permanently, as they will reduce it in my existing home, and will reduce property values.
- The main streets initiative acknowledges the current zoning will allow 33rd to meet the targeted density. What is the point of vastly exceeding it?
- The overall plan to keep people in inner city areas is good however how many 4/5 storey structures per street should be considered.
- This kind of major outlier in terms of allowed density should not be accepted prior to the community having a chance to work on revised ARP. Including an understanding of the main street initiative and how it will work here.
- This proposal is a piece-meal approach to development. Let's get a proper overall plan and philosophy to what development should be in this area before any amendements are approved.
- Too hard to get out of community at most times of day. Not "locals", but people cutting through.
- Too much development too soon & at same time. City planning?? It makes me wonder. Good tax income though!
- Totally against revised ARP - poor infrastructure already - parking/traffic issues.



- Traffic - how do you cross 33rd Ave now safely. Getting speed limit down is a joke. Every area now that has lower limits sees most people doing 50 mile per hr or more now. Increased density adds more shadows to streets now. Increased density now blocks sun from lower density properties now.
- Traffic already an issue high density development will make it worse and the current roads do not allow it.
- Traffic congestion
- Traffic congestion Public Safety
- Traffic is a huge concern. And reduced parking for existing residents.
- Traffic is a serious concern - would need more lights but that will also [up arrow] commute time.
- Traffic is bad now. What will happen when all the devleopment happens!!
- Traffic is too congested!
- Traffic on 33rd detracting from pedestrian realm.
- Traffic parking drainage Loss of light Eyesore Privacy of backyard - how can these be addressed?
- Traffic! 33rd Ave, 34th Ave, 20th St, 22nd St are already very congested at peak hours, to thepoint of gridlock at times. You need to develop a traffic & infrastructure plan before increasing density.
- Traffic, traffic, traffic - No parking, no parking, no parking
- Traffic/parking loading on 33rd Ave and adjacent streets.
- Traffic? Improving Transit. Pedestrian safety? Precedent? Will 33rd be lined with 5-storey buildings?
- We do not need more expensive condos in Marda Loop area. Build some townhome style dwellings (like the ones you built at 16th & 33rd and on 20th). Low condo fees & not obtrusive!
- We have enough density in this area. Please move on to another community.
- Well this is exactly what you are not doing.
- What about making bus stops more user friendly - to promote more bus use. Palm Springs has bigger & better bus stops than YYC & they aren't dealing with -30 degree weather.
- What about more dogs, too much for soccer park.
- What is the traffic plan?
- What when the snow comes down on the snow route?
- Where are cars going to park? How are goind to avoid tickets when they are on the street during winter and when spring cleanup takes place?
- Where do I respond online and raise my concerns?
- Where is the culture anymore?? It's all about the money.
- Where will everyone park?
- Why Altadore ARP is bigger then Marda Loop? What are the main street?
- Why does the city keep tearing down old, historic, cultural buildings??? Ex. Mechanic shop on 34th & 20 Street.
- Why increase the density in our neighbourhood when Currie Barracks is going in w/ all of its high density & retail?
- Why is there no discussion about compensation for residents negatively impacted by this dramatic jump in zoning? - quality of life - property value - This is a betrayal to current residents.



- Why make sidewalks narrower if encouraging walking (20 St between 33 & 34)
- With all the infills and Garrison Development the area population is double what it was 20 years ago.
- With greater density you need to increase convenient parking. Our residential parking is already threatened.
- Would like to see eco-friendly development given priority (or required) ie LEED< increase green space, passive design, bioswales, etc.
- You lie to us! How can you maintain the integrity of the community when you put a development for 500 residents vs single houses for 35 people!
- ? Traffic & parking problems
- Am open to new & multi-family dwellings BUT this is too big and too much density. Just because the City can approve this, doesn't mean it should. Current road infrastructure does NOT support this increase in density in the Marda Loop area. 33rd is WAY too busy now & current infrastructure is inadequate to support this or more.
- Dependent on context. If adjacent to RC-1 or RC-2 must respect transition.
- Growth is not always the best goal. Density is not always the best answer.
- High density is already being forced in the area because of 1 house being taken down & 2 put up in its place. This is already happening with existing area standards.
- Homeowners in the [personal information removed] elected to buy in a family oriented, single or duplex style area. We do not want large complexes ? ? In this area. We do want 2 story dwellings which are typically family owned. We already have ? Suites, ? & unit need/want multi story commercial or condo bldgs! Stop this!!!
- How about spreading the density to the other side of 14th Street as well - Mount Royal & Elbow Park are also inner city communities.
- I certainly see this differently.
- I commute by bike to work everyday and would not sacrifice my life to bike on 33 or 34.
- I would like the area kept as more residential, limiting building heights, limiting traffic & density - and there's not enough provision for parking.
- If more density is needed. Inner City, how about moving east of 14th Street into Mt Royal?? There are some nice large yards that could be subdivided.
- If we wanted high density we would be downtown. We chose this area (Marda Loop) because its not high density.
- No non-retail non-pop in type places at street level (i.e. no dentists, insurance, phone stores)
- Residential only
- Residential only not enough support
- The boundary of the 33rd St business zone is set at 34 Ave. Then was a ... ?
- The higher the buildings go, the less interaction with the neighbours in teh community & the higher the cost.
- We do not need more shops more traffic 33 & 34 Ave congested enough.



- We don't need more density or more cars - everyone of these suites will need 2 cars parking - a 4 story is plenty. What about shade to houses there.
- Well thought out strategies to address traffic, parking, issues are important. [up arrow] Density creates a vibrant community -= public spaces, cafes, nice restaurants, shops
- What are the economic assumptions tied to growth scenario for Calgary in the next 60 yrs, ie - ? - new industries - what kind?
- What character - how do you retain character of a neighbourhood when you build 6 storey building.
- What character are you ?
- What is the Calgary growth in the last year?
- Why no densification of 14 St? Mount Royal & Elbow Park. Very odd, nothing going on there!
- [duplicate] Amending the existing Redevelopment Plan would adversely effect me and the whole Marda Loop community by increased traffic flow, lack of street parking, speeding on residential streets, height of buildings(shadowing), more pressure on current(insufficient) infrastructure. Marda Loop . It looks as if Marda Loop is destined to become another neighborhood that is "zigsawed" together by various Developers' monetary considerations rather than the Cities own urban planners.
- [duplicate] The amending of the current plan would adversely effect me and the community in the following ways, increased traffic flow, lack of street parking, speed on residential streets, height of buildings(shadowing), style of buildings...Marda Loop is destined to be, another, neighborhood that is "zigsawed" together by various developers' monetary considerations rather than the Cities own urban planners.
- [duplicate] The amending of the current plan would adversely effect me and the community in the following ways, increased traffic flow, lack of street parking, speed on residential streets, height of buildings(shadowing), style of buildings...Marda Loop is destined to be, another, neighborhood that is "zigsawed" together by various developers' monetary considerations rather than the Cities own urban planners.
- "1) Existing infrastructure cannot cope with current population. 33 Ave has been dug up several times in the last 12 months to repair infrastructure. 2) The density of the development is out of character with the rest of the neighbourhood, and I cannot see how it will increase a sense of community. Developments of this type and density typically attract a transient population, breaking down community cohesion. 3) The neighbourhood will become a constant construction zone - with development already taking place on 14th St and 30th Ave, 33 Ave and 19th St, as well as other developments planned west of 20th St on 33 Ave, south of 34th Ave. This constant construction disrupts every day life in a number of ways, including; cutting off of water services; movement in the neighbourhood either by foot as a result of closed sidewalks (which I find unacceptable - commercial interests should not have primacy over community) or by vehicle, through frequent closure of roads to facilitate construction activities; noise and dust; parking restrictions among others. 4) The scale and height of the proposed development is imposing and will make the neighbourhood feel claustrophobic. 5) Without an increased frequency of bus/transit services, particularly after 6:00 pm, traffic density will inevitable increase."



- 1) Trees are included on development plans but not put in the ground (Garrison Corner- 34 Ave and Garrison Gate; Odeon- 33 Ave and 20 ST). 2) Allowing tall buildings >14m on North side of 33 Ave SW should not be allowed as it causes significant overshadowing of all residential homes including the redeveloped infill along 32 Ave SW. 3) Pedestrian realm needs to remain a focus, future ML33 plan does not meet minimum sidewalk requirement and is the primary path between the BRZ and the planned high-speed BRT route. 4) Shelters for bus- 33 Ave SW is already a very windy road due to West-East orientation and prevailing wind directions for Chinooks is West-East (fast-moving dusty winds). 5) Lack of articulation on new buildings increases the wind canyon effect as does building taller buildings. It also detracts from the pedestrian friendliness and curb appeal. (ie. Garrison Woods retail is smaller scale with detailing not massive, blocky brutalist buildings. 6) Continued loss of character in Marda Loop area- cottage bungalows obviously need replacement, but new buildings are featureless, characterless and do nothing to support making Calgary a "memorable city" as purported by the Calgary MDP.
- "33rd Avenue is already close to its target population density under the Main Streets initiative and infill development on an appropriate scale is ongoing. This development is not appropriate for this location/community for a number of reasons: 1. It is completely inconsistent with and violates the present ARP which encourages duplex and sometimes fourplex developments to increase the population density of South Calgary and Altadore communities. An 80 unit multi-level structure is inappropriate and excessive, and is not compatible with the surrounding community in any way. 2. The developer, Sarina, has made no effort at all to create any type of transition to their their development from the surrounding low rise residential community. 3. The proposed development seems to be an attempt to insert retail businesses on the ground floor of the development. This is inconsistent with current zoning and the nature of the surrounding community which is all residential. Further, there will be no where for the employees to park without increasing pressures on already crowded streets. 4. The proposed development will dramatically increase traffic and parking problems in the surrounding area. The only access to whatever parking the development itself provides is via the lane, which is narrow. Increased lane traffic will cause hardship for adjacent homes whose residents currently use the lane and will cause increased traffic at the already very busy nearby intersections along 33rd Avenue SW. It should be noted here that 33rd Avenue already carries a traffic load that is well beyond its design capacity. 5. This proposed development will be a severe strain on the aging infrastructure of the community. The 1948 water main in the 1700 block of 33rd Avenue (just west of the proposed development) was excavated seven times in 2016 (and once again last week) to search for and attempt to repair water leaks. These excavations left residents of the 1700 block of 33rd Avenue without water service for days on at least two occasions. It is completely unrealistic to think that aging infrastructure struggling to support the existing lower density neighborhood can support such a dramatic increase of units as this development proposes. 6. The proposed building is much too tall and will cast a large shadow on the properties across the lane for many months of the year. If any development is to be approved, the structure should be no more than three stores in height. This would be consistent with current infill activity in these neighborhoods. 7. The proposed development does not comply in any way with the City's MDP 2-16



which states infilling must be sensitive, compatible and complementary to the existing physical patterns and character of the neighborhood."

- A 4-5 storey building has no place at this end of Marda Loop. It is far from the rest of the multi-storey buildings closer to 20th street. Keep the heights the same as the other residential around it.
- A fair degree of residential development has occurred along 33 Ave SW between 14 St and 19 St in the past few years, including new residences being constructed right now. These are along the lines of Image C above. While developments of Image B type would seem to fit with that, Image A developments would be less compatible and more jarring in terms of scale and create a less hospitable streetscape and residential atmosphere, in my view. The scale of the condo/retail development Gateway Garrison Woods seems more in keeping with the tenor of the neighborhood.
- A minor amendment to allow for minor increase in density would be acceptable. However, 33rd Avenue east of 18th street should be maintained as low density to preserve the character of the community. It should not be incorporated as a main street as many residences are new and were purchased before the rezoning efforts were contemplated. Further more traffic is already an issue which would be exacerbated under the considered rezoning.
- A mix of residential and commercial is ideal especially creating opportunities for small businesses.
- Access and egress and parking are already an issue in the neighbourhood. Higher density without adequate parking will exacerbate the problem. And added height will cast a shadow and rob residents of enjoyment of their south facing back yards.
- Access to parking is very poor. With the added multi-tenant dwellings, bike paths and new business - parking on the street to access both your own street (e.g., 42 Ave SW at 20th Street) or to access businesses has been abysmal. I would like to see a comprehensive look at infrastructure plans for improved parking, and plans to keep current residents with fair access to parking.
- Add more uses and allow more building height to allow more options for all Calgarians
- Adding higher density will add to the already existing traffic congestion. Additionally, there is already a parking problem in the area. Although the builder may add the minimum required parking stalls, the amount of vehicles in the neighborhood is already too high.
- Allowing a structure higher than three stories causes a concern to residents immediately north of the development. The sunlight in their south-facing backyards would be eliminated. Increased traffic flow in the back alley between 32 and 33 avenues would be a problem for single family homes. The area has a park 1/2 block away that is used by soccer and volleyball clubs. With increased parking from the development overflow, clubs would find it difficult to find parking. I would not want to see any building higher than three stories - the 6 story building on 20th St and 33 Avenue is a complete eye sore and does not fit the neighbourhood.
- Altadore is a lovely community that should be preserved. New buildings should be architecturally pleasing and congruent with current successful developments like Garrison Woods. Preserving green spaces and keeping the buildings low rise will preserve the desirability of the neighborhood and community. It will also ensure that we can cope with the volume of traffic as many streets are narrow and cannot support a huge increase in traffic and parking requirements.
- "Altadore and south Calgary need more walking friendly Areas. I am not in favour of higher density."



- Amending or rewriting the ARP may be appropriate given the age of the current ARP. That being said, any changes should be in the best interest of the neighbourhood and strengthen the character of the community. The current ARP establishes that creating single homes and infill development is appropriate for the area. This area has developed accordingly, and is still developing naturally as infill projects are added based on market demands. Amending the ARP to allow mid-rises does not represent the identity of the community and would lead to a disjointed neighbourhood.
- Amending the current ARP so radically would upset the character of the neighbourhood as well as create a multitude of issues. These issues would include cut through traffic, lack of parking, insensitivity transition-wise towards the immediate neighbours and the inability to duplicate builds of this nature in the future as properties up to 19th St are already taken (included by Sarina Homes). This is clearly a builder driven proposal with our council and city planning department encouraging them along the way. Everyone has something to gain but not the community.
- [duplicate] Amending the existing Redevelopment Plan would adversely effect me and the whole Marda Loop community by increased traffic flow, lack of street parking, speeding on residential streets, height of buildings(shadowing), more pressure on current(insufficient) infrastructure. Marda Loop . It looks as if Marda Loop is destined to become another neighborhood that is "zigsawed" together by various Developers' monetary considerations rather than the Cities own urban planners.
- "Amending the zoning would negatively affect the current residents that live in this specific area, especially due to the lack of transition. It's currently a inner city suburb with single family dwellings that is family friendly with a vibrant district a 15 min walk down the street. The proposed development plan will drastically stand out from everything else in the surrounding area and devalue the nearby properties (loss of sunlight, privacy, etc). Parking is already an issue on 33rd in this same block, even considering the vacancy of some of the properties. Adding another 160 residents where most have more than one car per unit will only add to the problem. As some might forget the community centre and sports fields on 32nd Avenue are heavily used for team sports and the street parking around the fields is full on most week nights in the spring and summer. There is no room for additional vehicles in this area and no condo style development will provide enough parking to avoid this issue."
- Any change to the ARP should be part of full community consultation. We need to decide as a community what the ARP changes should be and Main streets changes. The recent open house is not a substitute for sincere community engagement. 33rd Ave main streets should not be pre-determined by this application
- As a long time resident of Altadore, I would appreciate a slower approach to new development. I am concerned about the effect on traffic - both vehicular and walking - which a higher density development will bring.
- As a resident here, I believe in a balance of low-rise high-end complexes with a maximum of 4 stories limited to the 33 Ave and 34 Ave corridors between 21st and 14 st. The areas outside of these two avenues should be limited to Image C. There is a character to South Calgary/Altadore that needs to be preserved. The area is also lacking high speed reliable public transit to downtown.



There is starting to be an overcrowding in local primary schools. There are significant infrastructure constraints to continue pushing the density up in this area.

- As a resident of the area, any amendment if the ARP on a piecemeal basis is concerning without studies and infrastructure upgrades based on the cumulative impacts of these amendments are crucial to ensuring that the community continues to grow and flourish. Traffic and congestion is always an issue along 33rd avenue - have rush hour parking restrictions been considered in order to improve traffic flow at these crucial times? Our community is also not currently connected to the C-train line or any other rapid transit to the core, nor are we connected to the cycle track or have physical barrier cycling infrastructure. If the ARP is to be amended to increase density and/or diversify land uses, I am excited for growth and diversity of amenities in the community but any amendments must include infrastructure studies and appropriate upgrades in order to ensure that these amendments improve the livability of the community, and are not only lining the pockets of the developers
- As a resident on 32 Avenue further down from the proposed land rezoning application, we are feeling the extreme affects of cut through traffic. The narrow congested main artery of 33rd Avenue pushes traffic to the path of least resistance, which in our case is our even narrower 32 Avenue as it parallels 33rd Avenue. The densification of the 33rd Avenue corridor will inevitably lead to even more of this high speed cut through traffic, which is dangerous for families with young children living on the street. To date, there have been no road closures to prevent such actions nor postings of 'No turn signs' at specific hours; 'nothing' has been done by the city to mitigate traffic. I can't help but notice along Kensington Road between 10St and 14St such measures were implemented decades ago to protect the internal family residential community from the pressures to keep traffic flowing along the main street corridors with no opportunity of diversion. The city is definitely putting the cart before the horse with their wish of large scale densification in regards to dealing with our communities traffic issues. To trust such mitigation issues will be dealt with in the future would be a mistake by our community.
- As a senior desperately trying to stay in my own home, the cities irresponsible planning is destroying this area. This was once a great place to live, thanks to high taxes, high development and uncontrolled traffic it is certainly no longer the case.
- As long as certain height restrictions are respected and parking is accounted for, I think increasing density is a good idea. The only caveat is that public transport, Car2Go parking and parking in general reflect the increased demand for space and transport in the area. So in short, once the redevelopment takes place, there has to be additional transport and parking to minimize some of the impact to the lifestyle in the area.
- "As much I would love to see more people moving into our area, but can we really handle the influx of people? The streets are quite narrow for cars as it is, and it's actually quite dangerous for bikers, drivers, and pedestrians. We want to promote a biking community, at the same time, the infrastructure does not support enough space to ride. I think the 1600 block project should be image C or a even smaller scale model because the width of 33 Ave SW. Giant concrete blocks on a narrow street is not aesthetic pleasing for the community. Sarina needs to be considerate for the



neighbors on the both side of 33 Ave and the community. Ever since Cobbs bread and Village ice cream opened up, the traffic jam is gross on the weekends and during the rush hours. It makes you don't want to go out. I really think the City should consider ways to alleviate the traffic before having a huge is project built."

- As stated above: The area desperately needs the utilities updated before any expansion should be considered. There is already problems with water lines, sewer, etc. flooding the street during medium to heavy rain, hail or wet snow melting. This issue is because of old lines and the compact condos/multi-family already built. You can see this along 33rd & 34th Avenue SW & the corner of 16th Street SW & 27th Avenue SW still pools water. As well as parking issues that most times it is hard to drive into my driveway. 5 years ago, it wasn't such a problem.
- "As the area grows there needs to be planning for parking (e.g. require apartment buildings to build parking facilities) as well as traffic control. The area is already congested and increased traffic will push more people onto residential streets. There are a lot of young children in the area, and lots of people who like to walk the neighbourhood, so there are a lot of safety considerations. And enforcement to address residential parking close to intersections as it is hard to see oncoming traffic or pedestrians."
- Better access and options to public transport, before allowing more residential building.
- Building town homes, and/or lane-way suites allows for plenty of density for this community. This should be enough to reach the density targets set out by the city.
- Community life would be affected for a rental mentality
- "Continue to attract quaint businesses that fit with the existing ambience. recent developments such as Garrison square and Blush lane fit those criteria. Don't know if they really have tenants for their commercial offices through (seems not). Infrastructure not designed to support AA Office space. Would support this however if laonger term strategic plan to turn Marda loop into some kind of creative centre (galleries, industrial design, etc)"
- Development is a good thing to bring more people into a community, but not at the expense of high density with roadways which are already completely congested. Development should fit into the communitys plan as that is what many current residents have viewed when looking at a neighbourhood to settle down in. Increasing height of units should not be an eyesore and surely not a huge massing issue to those surrounding the building. Increasing of height should be relative to what is approved, and what would be a minimal change. Many residents have been restricted by massing on 3 story duplexes, and this would completely disregard what many current residents have gone thru for many years. This would set a precedent for many other builders and would surely decrease the land value and appeal of South Calgary/Marda Loop.
- Development is okay IF developers restore the roads. The streets in this neighbourhood are like goat trails - they are ripped up and put together poorly with bumps, and deep holes in the road. It's unacceptable.
- Do not amend or amend as small as possible.
- "Due to this application we are already losing good neighbours who are afraid of they direction that the city and developers are trying to impose on us without proper community engagement. I



understand that the engagement process regarding this application has been spearheaded by residents and not by the city and/or developer."

- Encroachment of my existing home space.
- Given the continued urbanization of Marda Loop, South Calgary, and Altadore, it is important that any new developments along 33rd are designed to fit with an urban avenue. This means that new buildings should be mixed-use and mid-rise. If new buildings do not include street-level retail and/or commercial units, they should be designed in such a way that street-level units could be re-purposed as retail in the future.
- "Great area for redevelopment and higher density. Great cities are dense. Think Manhattan and now Toronto I live on [personal information removed]. Add density to 33 and 34. The main corridors."
- Having lived here for 11 years, we should not add further density to an already dense area.
- Higher end quality locally owned restaurants NO FRANCHISE OPERATORS
- How will parking and resulting traffic be dealt with?
- I am appalled that a developer can come into our community and rezone a residential conservation area in such a short timespan. I believe that there was not enough engagement with the MLCA and residents. Engagement needs to be properly advertised and promoted to all residents in Marda Loop. It is definitely apparent that this rezoning application is being pushed thru to quickly without proper due process. Time for new councillors and mayor!!!!
- "I am extremely alarmed at this proposed development for the following reasons: 1. A building this large would have significant negative impacts on traffic and parking. 14th Street at the Marda Loop intersections at 33 and 34 Avenues are already severely congested. The number of units in this proposed building would have an increased number of residents (and visitors). The number of parking stalls proposed at this time is insufficient. Notwithstanding the number of stalls, residents and visitors will inevitably park their vehicles on the streets for convenience thereby causing safety and congestion issues for pedestrians and existing residents, particularly in rush hour periods. 2. I understand that there is discussion about potentially changing the zoning of River Park, from R1 to R2. Note that there are caveats legally registered on the titles of property in River Park. River Park has traditionally been a R1 zoned, and needs to be considered a distinct and separate community from Altadore due to the different considerations at play."
- "I am extremely alarmed at this proposed development for the following reasons: 1. The building height is the highest building proposed to be built in the community. 33rd Avenue and 34 Avenue are the major commercial "hubs" of the community, and have been developed to be an area of character and charm. A building of this height would adversely impact the sightlines of existing buildings in the community, and also would stand out as an eyesore. 2. A building this large would have significant negative impacts on traffic and parking. 33rd Avenue and 34 Avenue are already severely congested. The number of units in this proposed building would have an increased number of residents (and visitors). The number of parking stalls proposed at this time is insufficient. Notwithstanding the number of stalls, residents and visitors will inevitably park their vehicles on the streets for convenience thereby causing safety and congestion issues for pedestrians and existing

Altadore residents, particularly in rush hour periods. 3. I understand that there is discussion about potentially changing the zoning of River Park, from R1 to R2. Note that there are caveats legally registered on the titles of property in River Park. River Park has traditionally been a R1 zoned, and needs to be considered a distinct and separate community from Altadore/Marda Loop due to the different considerations at play."

- I am most worried about traffic, parking and it sticking out like a sore thumb. It doesn't jive with the rest of the neighbourhood.
- I am not opposed to any type of redevelopment within the neighborhood, but I want to ensure it is consistent with the vision of the community association and respects the current streetscape and environment. It is clear from the large building on the corner of 33rd ave. and 20th street that a desire for densification can have obvious negatives on community development and ecosystem. Future development of 33rd avenue needs to appropriately manage massing, overall height, and mandatory stepbacks to ensure a vibrant streetscape. Given the central area of Marda Loop has many existing properties that remain to be redeveloped, choosing to drive further commercialization towards 14th st. does not make any sense. Rather, moderate density increases via town houses or row housing would allow for a gradual transition along the length of the avenue towards its commercial heart.
- I am strongly opposed to the Redevelopment Plan. This is a low density residential area. There are serious existing problems with parking availability for residents and visitors and with traffic congestion. I am in favour of environmentally sound sustainable development plans but this redevelopment does not meet those criteria. The quality of life and safety of current residents has already been impacted with the increase in businesses and residences in this area. My street 30 Avenue has gone from 26 to 31 homes. At the King Edward school on 30 Avenue there are 21 residences on the west end and numerous residences planned for the east end. There is another development of 36 flats at 33 and 19 street and right behind that another condo/apartment building is underway. This is not thoughtful planning in the best interests of current tax paying residents of this residential district.
- "I am very concerned regarding this proposed development. My main concerns are; a) A building this large would have significant negative impacts on traffic and parking. 33rd Avenue and 34 Avenue are already severely congested. The number of units in this proposed building would have an increased number of residents (and visitors). The number of parking stalls proposed at this time is insufficient. Notwithstanding the number of stalls, residents and visitors will inevitably park their vehicles on the streets for convenience thereby causing safety and congestion issues for pedestrians and existing Altadore residents, particularly in rush hour periods. b) The existing road infrastructure is insufficient to accommodate the increased traffic created by a high density complex. There are significant wait times during rush hour at the main intersections. In addition, there would be higher traffic through the neighbourhood as individual try to circumvent the traffic congestion. c) The building height is the highest building proposed to be built in the community. 33rd Avenue and 34 Avenue are the major commercial ""hubs"" of the community, and have been developed to be an area of character and charm. A building of this height would adversely impact the sightlines of existing buildings in the community, impact natural sunlight, and also would stand out as an eyesore.



d). I understand that there is discussion about potentially changing the zoning of River Park, from R1 to R2. Note that there are caveats legally registered on the titles of property in River Park. River Park has traditionally been a R1 zoned, and is/needs to be considered a distinct and separate community from Altadore due to the different considerations at play."

- I believe that a residential approach along 33rd Ave. between 14th and 19th is the best way to achieve densification. Retail will turn the area into a stretch of strip malls interspersed with residential. Also very concerned about increased traffic volumes on 33rd with the development of Currie property west of Crowchild. Right now the traffic is bad during drive times.
- I currently rent on the north side of that block and parking is currently not bad. I wonder what impact that a 5 story - 80 unit complex with retail on the bottom will do to traffic / parking in and around where I live. Currently 33rd and 34th Ave are busy with traffic during peak times, I wonder if 32nd Ave will be an alternate route and becomes very busy as well.
- "I do not feel the information session was well advertised, and had it not been for my wife and I being involved at the community centre we would have not known about this event. Building this high-rise condo building will directly impact the neighbourhood and the daily commutes off all involved. If people in this community wanted to live in and around high-rise condominiums, we would have lived downtown. "
- I don't feel strongly that we need to keep this street residential - but I think that if we are going to build more mixed used buildings and commercial buildings along that street, we really need to address the roads, parking, traffic lights/pedestrian crosswalks. More pedestrians, more people living in that area, more people trying to visit this area, more people trying to drive out from that area afterwards. This means A LOT of traffic/cars, which is already bad. Buildings should be ideally kept to 4 storeys at most. There should also be a consistent aesthetic as well (like in Garrison woods)
- I don't think there is a negative case to be made here. Approving this development is a market based decision.
- I don't think there should be any amendment.
- I have already submitted my comments to the city.
- "I have found this entire process very distressing. I feel like the city administration and the council don't actually care about what the residents think. If the City cared about what the residents thought they would allow the community to go through the Main Streets consultation process like other neighborhoods have. The future of our community is being pre-judged by a project (LOC2017-0028) that doesn't fit the ARP/MDP or Main Streets. Altadore / South Calgary have experienced significant growth since the ARP was constituted in 1986 with population up 43% according to census data. Our residents have supported and will continue to support density. Yet, the opposition to the land use amendment is almost uniform by the community and I believe that the community association will also oppose the project in its current form. If the application was indeed "modest" as claimed then why is there almost uniform opposition? Why has a community that has embraced density so diametrically opposed to this project? Surely, if the application fit with character of the community there would be a quorum of residents who see the development as an improvement over a half block of dilapidated bungalows? Yet there isn't any. How can the city judge this application as a



modest increase in density (under MDP policies) when it already stated that M-CG was appropriate for the site less than 2 years ago? This implies that the MDP is so malleable that it can be used to suit the needs of developers only. WE HAVE EMBRACED DENSITY IN OUR COMMUNITY BUT PROPOSED APPLICATIONS ARE ABUSING OUR TRUST. LISTEN TO THE RESIDENTS!!!!!!"

- "I have lived in Marda loop for about 7 years and have become very disheartened with the lack of planning around the huge influx of traffic into this area. I live at 2440 34 Ave southwest and traffic has become a huge issue for me. The community cannot accommodate the amount of cars and pedestrians in this area. I have almost been run over over every time I use the cross walk at the corner of 34th and 25 th street. The amount of cars speeding down 34th ave continues to rise. The amount of jaywalkers and illegal parking has become an everyday occurrence now that the new building on the corner has opened. I am so tired of pedestrians jaywalking to go to Village Ice Cream. The businesses do not seem to respect the long time residents of this once wonderful neighbourhood. Someone needs to be the advocate for the people living in the neighbourhood right now. The development needs to be slowed down and you must address the issues that already exist due to the lack of planning around the new developments that are happening currently. I have made numerous calls to the city of Calgary only to be told that there is nothing that can or will be done to address the traffic violations and or the high volume of jaywalkers in this community. I truly hope that if someone is actually reading these that someone listens."
- I have very little faith that the City will pay any attention to whatever plan they develop. The city completely ignored the current Marda Loop ARP when they allowed the rezoning for the condominium at the west end of 33rd Ave. Allowing large scale development in a few places sets the template for large scale development all over the community, which in the end will result in no community at all.
- I know I'm one of the few, but I think the density increase is great at this point in time. But it needs to be controlled. Big population boost now is good for the neighbourhood, but don't let it get out of control down the road. Cheers.
- I live close to the proposed redevelopment area and already see an increase in traffic over the recent years. The city should be doing more to calm traffic in the area and not increase it. I think that the area should maintain the current single family home design. I moved into the area with the expectation that there would not be apartments.
- I live [personal information removed] and it impacts me drastically. I do believe in redevelopment but it has to be appropriate and sensible with the existing neighborhood and this land change is neither of those
- I live down the street from this in a new infill, that the city is looking to rezone this is deeply upsetting. They are ruining people's existing homes in this area if they start building these. People have spent large amounts of money to live in the these homes and this type of development is ruining those investments. This appears to be driven by only greed from the city and developers. Understandably calgary must be built up. But these needs to be done with a progression. Not putting 6 story mixed developments to tower over people's home.



- "I live in a house on [personal information removed] from proposal and am concerned about excessive massing and neighbourhood transition relative to R-C2 family dwellings adjacent to this proposal and also Sarina 1600 and Sarina 33rd developments. Extra two stories creates a material increase in density, parking, shadowing and traffic and such 6 story development is more suitable for beltline/downtown areas. I've raised these concerns many times with concerned local citizens however the proposals and density continues to increase contrary to the BRZ. If BRZ is to be flagrantly disregarded with changes to zoning what was the point of it? yours truly, [personal information removed]"
- I live in a neighbouring community that gets all the cut through traffic from these developments so until you find a way to create traffic flow that is fair to the surrounding neighbourhoods, I would like to see no further high density not to mention the effect of 6 story developments on the quality of life of residents who have developed nice homes on the north side of 33. So unfair to change the rules on them.
- I live in [personal information removed]. I love the convenience and charm of my neighborhood and feel like 33rd Avenue is a perfect spot to add more shops and amenities for local residents. I do not agree with larger buildings beginning to move further in. Residents of Altadore/Marda Loop pay premium prices for real estate and don't need the value of that diminished by huge developments and inappropriate infrastructure to support.
- I live in marda loop, and while 3-4 storeys are fine, it is not suitable for taller things. Just developers trying to bend rules to line their pockets, not serve a public good.
- I live on [personal information removed] and the traffic load has dramatically increased as people use 16th street to cut through the community from 26th to the King Edward or to 33rd Ave. Adding more density at 16th street will add to the overload of 16th street and is simply dangerous.
- I live south of 33rd. With the existing roadway structure and current traffic volumes, it is extremely difficult to navigate now. Adding MORE traffic would be shortsighted, and will not serve any needs. I've lived in Altadore for over 25 years and have witnessed how the South Calgary / Marda Loop / Altadore neighbourhoods have morphed and enabled more people to move in. We have embraced densification - look at Garrison Woods; the condos on the old Safeway site; the condos around Garrison Gate; the tear-down of so many Altadore bungalows and the construction of duplexes; the many 4, 6 & 8-plexes that have been constructed throughout the neighbourhood. We can & do embrace change. But there is a limit to what growth is reasonable and to what growth irreparably changes a neighbourhood from charming and desirable to gross and bloated. The ARP should NOT be revised to allow 6 storey or taller structures. Every development opportunity is not good development. The proposed structures on 33rd Ave and 34th Ave should NOT be allowed.
- "I recently purchased a heritage home in south calgary and at considerable expense renovated it. I understand the main street concept - but it makes more sense to concentrate it in pockets where it is already busy. The additional congestion, the parking, the sun light blocking and the style of development will impact the value of all the single family homes near the development.



- It seems there is ample apartment options in the belt line already - in fact a glut of them. Adding more inventory will devalue existing apartments as well as single family dwellings. How about some higher end town houses that will have much less impact on our community. Thanks. "
- "I still can't figure out why the city is allowing developers to use the city streets as their own private space. Large trailers for building should be located on the property being developed and not sitting on the street for years while stuff gets built. The city also needs to aggressively enforce work vehicle parking in areas where construction is being done. ie. Its not right that the supplies get delivered early so residents then have to see the trailer sit there for days or weeks. Not all developers are equal. While some are respectful and follow the law, there are many who understand clearly that the city only operates on a complaint basis only in many cases so they do whatever they want until they can't. There needs to be a database of those who act illegally so they can be shut down later if they do additional projects. The city needs to have zero tolerance and super high fines for those who are found not within the laws. In addition, there are so many potholes and burnt out street lights. Super development is not going to help this situation. Marda loop is a traffic cross route. The traffic flow through the area has not been dealt with. "
- "I strongly oppose LOC2017-0028.. much too tall, will ruin The small community feel of Mardaloupe 33/34 ave already be used as a major traffic route and higher density Housing will compound these issues Build these condos downtown !!!"
- I support increasing density along major transportation routes such as 33 ave in the inner city
- I think that development in this area should remain residential and high rise buildings used for business or high density living would effect existing residents in a detrimental way.
- I think there is a need to start creating a transportation plan, expand sidewalks and increase the retail, cafes, shops, restaurants, maybe a mini theater, etc.. with mixed residential. We also should be developing a larger Development Plan for the area instead of looking at each application as a one off. We do not want precedence either for a 6 storey now as that will allow and change the plan for the area. Designated walking area with no traffic, traffic flow and main clusters or streets of mixed use or main commercial areas. I don't know if I am explaining it well but similar to Plazas or Piazza in Europe or South America that attract the residences into common areas for festivals, enjoyment, relaxation etc.. Let's keep this area great:)
- "I understand it is not easy running a municipality that is planned as a world class city and also understand that the City of Calgary, rightly so, has plans for development to allow certain densities in certain areas for all the right reasons (walkability, access for all, public transport, etc). However, of course, I'm going to think about how the City's decisions affect my family, now. The change in zoning, proposed by Sarina, has potential for change that is too jarring for the surrounding homes in terms of how the neighbourhood looks and how it functions. We bought our house because it is NOT surrounded by apartment buildings that would block the sun or allow people to look directly into our back yard where our kids play. Other impacts include more traffic at an already dangerous intersection (15th St and 33rd Ave SW), and less street parking."
- I wish I knew about this plan before I bought in the area. In conflict with zoning rules I saw when we decided to purchase. This wasn't suppose to happen.



- I would be very disappointed if more large, tall buildings were allowed to be erected like the ones at 20th Street and 33rd Avenue. The Sarina development near 19th Street and 33rd Avenue is going to have a negative impact on people living in its shadow. I am very disappointed in our alderman's inaction after hearing our views (and reading the petition) regarding this development.
- I would be very upset if the ARP is changed to accommodate Sarina Developers. It was put in place years ago to protect our community from this high density building. There are areas in the city where this development would be more appropriate.
- I would just like to make sure it is still a walkable area and not taken over by parking lots
- I would like to know how the traffic, which will be increased, can be managed
- I would like to see more integration of homes, condos and restaurants, etc. However to get a friendlier atmosphere for walking/cycling and create a greater sense of community the traffic on 33rd Avenue and 34th Avenue needs to slow down. Also the bottle neck that is created at 20th & 21st Street and 34 Avenue as well as 33rd Avenue is crazy. There has to be a better flow because sometimes you can't get out of Garrison Woods or Altadore because the traffic backlogged on 34th avenue and 21st Street. Developers should be required to make their buildings warmer, adding cedar, etc. that would create a homier feel. I am not adverse to idea of development but should be done in a cohesive manner. I want a combination of homes, condos, townhouses, etc.
- I would like to see River Park removed from the Calgary/Altadore redevelopment plan and re-aligned with Upper Elbow Park given the existing character of the neighborhood is quite distinct from Altadore
- I'm all for higher density, but a plan for traffic accommodation is needed. This isn't downtown, so biking is not going to be nearly as common. And there is no LRT by marda loop so most people living here will have cars.
- I'm concerned about increased traffic and parking and that next week a 6 story mixed use building will be allowed to be built behind me - we'd have no sun in our backyard and no privacy.
- I'm finding the sidewalk and street closures to be a big issue already: currently you can't walk all the way down either 33rd or 34th without hitting a sidewalk closure. Also roadwork is common and often is taking place on both 33rd and 34th simultaneously. I'm not against new development or more density but the city needs to support the projects by ensuring that the traffic issues that already exist are dealt with and the parking and sidewalk problems are solved. This is beyond short term closures or detours: a long term permanent solution needs to be examined before further density is explored.
- I'm glad you're doing this, it's time for a change! I hope that this makes this area more sustainable and future focused rather than planning for the next boom.
- "I'm not in favour of an increase in allowable building height. The area affected is already overly congested due to poor roadways and lack of parking. The bike lane has already caused havoc in our area and significantly reduced parking spaces. Larger buildings will undoubtedly lead to residents requiring more parking spaces and worsened traffic. I'm also concerned with the overall aesthetics of larger buildings in this area. Businesses already monopolize parking adjacent to homes in this area due to a lack of sufficient parking spots for their customers and employees. The bike lane has also reduced parking spaces. So where will customers and employees park if new amenities are added?"



Why is the timeline to provide online feedback so brief? And why has so little been done to inform residents about today's meeting and these plans? Couldn't residents have received a flyer in the mail or viewed more signage advertising these projects? Why is information on this amendment so difficult to locate on the City of Calgary website?"

- "I'm opposed to the 1600 Sarina development (LOC2017-0028) My concerns are as follows;
- Ø The project does not follow the Marda Loop Area Redevelopment Plan (MLARP) which calls for higher density and taller builds in the mixed use core Ø The project does not follow the South Calgary ARP which calls for lower density residential. The area is designed to be conservation and infill which supports conserving existing structures or infilling properties that cannot be conserved § I support the development of duplexes, four plexes and row houses along 33rd Avenue as they increase the density of the neighborhood while being sensitive to the surrounding low density residential § Eastern area of 33rd Avenue was meant to stay low density residential § It is a material and detrimental change to neighborhood including the public outdoor swimming pool across the laneway The proposed project is undermining the "Main Streets" initiative. The Main Streets consultation for 33rd Avenue has not even started yet and applicant is claiming that "Main Streets" supports their proposed land use amendment. That is impossible unless Sarina has been given an advanced copy of the "Main Streets" or they are pre-judging the outcome
- The residents of Altadore and South Calgary deserve the same fulsome consultation that other ""main streets"" areas received. The open house and online engagement are not substitutes for that process and the application should be refused."
- Increasing density and adding commercial in an area that is not designed for that volume of residents and traffic is nonsensical. The city needs to put the fundamental infrastructure in place before allowing this level of development. The current ARP goes as far as it can given the existing constraints.
- Increasing density and where possible providing mixed use sites is a benefit for the neighbourhood.
- "Increasing traffic makes it difficult to safely access the Altadore neighbourhood by car. Crossing 33 Avenue on foot is becoming more difficult. Construction closures and restrictions on 33 and 34 Avenues increase these problems. Overdevelopment of 33 Avenue east of 20 Street has created an unappealing concrete canyon. Please maintain the appeal of this area by restricting height, maintaining street front setbacks and doing as much as possible to limit vehicle traffic and parking access. "
- "Infrastructure needs to be upgraded. The area has basically one street in and one street out and traffic is starting to reflect that. Traffic studies need to be done first. The present setup is an abismal failure and adding more housing density is going to cause pedestrian fatalities in the near future. Someone should watch the intersection of 33 Ave and 14st around 4:30-5:00 and see the number of near misses. Then think about adding more cars and busses to the neighborhood. "
- It would greatly weaken my trust in the City's processes. I did a recent build in South Calgary and did so abiding by the zoning rules established. Working with the City of Calgary Development Department as well as my counsellor at the time these rules were rigid and strictly adhered to. To allow a contractor to make an extreme zone change with the City's approval indicates to myself



preferential treatment that would benefit both of those parties with the community left to deal with the inevitable consequences. That is traffic, parking, congestion, and a non-transitional building that cannot be truly replicated towards the 19th retail sector as new housing already occupies many of the lots.

- I've lived in the area for 11 years (Altadore for 6, and Richmond/Knob Hill for 5). I've been walking distance to Marda Loop the whole time, and have enjoyed all the new retail that has been built over the years.
- Keep altadore upbeat and pleasing to the eye. No high rises. Side by sides, four plexes, row housing keeps the area desirable
- Keep businesses at current Marta loop area.
- Loosing friends/neighbors who will move if proposed project goes forward (They live behind development),.
- Make sure there is parking
- Moving with the growth of the city and keeping what is esthetically pleasing to the eye. No high rises
- "My home is well away but I feel bad for those who would back on to a major development like this. But really: TRAFFIC. Cycling along 33rd is terrifying; how will this help? Crossing 33rd especially with children or the elderly is also scary. One blinker between 14th & 20th is inadequate. The 14thSt/33Ave intersection is very congested. I can't see how the proposed project could do anything but make all that worse and push traffic into South Calgary residential streets, which are hilly and already busy. Finally: fix transit (right now it only serves the area well at rush hour & really only going downtown) before you create an influx of people and expect them not to drive. Gentle density this is not. "
- My property value will go down.
- My wife and I have real concerns about traffic, density and "over development". While higher density can bring with it more walkable communities, what we're seeing is increased traffic into and out of Marda Loop. I think we need to remember that every adult who moves here seems to bring their own vehicle, so while the community may be walkable, the traffic build up into and out of Marda is getting absurd. I'd like to see greater diversification of food outlets and specialty stores.
- Need to plan for increased traffic flow, especially during rush hour; address lack of parking
- No more additional development. 33rd Ave is overrun with development, traffic, people. There is no more room along 33rd Ave for anymore stores/restaurants/multi-family homes. The traffic is horrible, parking is impossible, and I can only imagine how loud it is for those homes that are along 33rd Ave. As it is, I try to avoid the area as much as possible. Adding additional buildings will be detrimental to the area. It will deter people from outside the community from shopping/eating in the area, and will create unrest within the community.
- NO TOWERS - respect the zoning bylaws. This is what Calgarians wanted. Any attempt to over rule these regulations is a clear sign of greed and corruption. The city council exists to represent the citizens of Calgary, not the housing companies who want to just make a quick buck. Any council member who votes for this needs to be very clear with themselves that they are serving their corporate overlords, not Calgarians.



- Not interested in large apartment buildings or condo complexes in our community. Single family homes would be much preferred.
- Parking and congestion are major concerns. The current proposed development needs parking for not just residents but to account for guests as well.
- Parking and traffic
- Parking and traffic flow for a 67 units and 80 units will greatly impact the current neighbourhood negatively.
- "Parking should be by permit only in the residential streets. The marda loop area, and the Kind ED C-space attract visitors that park in residential spots leaving homeowners without any parking. any new development should have sufficient parking for at least 2 cars per unit. "
- Pedestrian and bike safety on 33rd will be an issue.
- Planning must include traffic increase and burden on infrastructure.
- Please consider the impacts on traffic on 33rd and 34th avenue. It is very busy right now.
- Please encourage revitalization of eyesore properties between 22nd St and 19th St as a priority prior to redeveloping between 19th St and 14th St as that is actually in Marda Loop "proper".
- Please ensure sufficient underground parking is built.
- "Please ensure the dwellings do not block sunlight on 33rd avenue. The shopper's drug mark building on the corner of 33rd ave and 20th street is too high and blocks the sun. Especially make sure they cannot block the sunlight on the park and outdoor pool just behind on 32nd ave. To assist with traffic flow into the area - I think traffic circles with pedestrian overpasses are desperately needed on 33rd ave and 22nd street (entering Marda Loop area), as well as at the end of the block, 33rd ave and 14th street. There should be a bike path on 33rd or 34th ave also with a wide sidewalk for pedestrian walking. Somehow we need to deter traffic that uses 33rd ave to just pass through over to 14th street. Traffic should use 26 ave or 50th ave."
- Please include google earth view so that we can see the current city scape to get oriented, it would garner better feedback !
- please keep in mind the proximity of this area to the neighbourhood park and pool. Lots of kids in the area now so a high rise property would increase traffic dramatically and make the area unsafe for kids. This is a community - keep the high density dwellings closer to the Maria loop business district. 33rd ave (between 14th and 19th street) is a residential road in a community with lots of kids. Please don't destroy the neighbourhood feel of this transitioning inner city community.
- Please see my comments above about how the building with Shoppers Drug Mart has caused issues with walkability and traffic. Also, farther down 33rd, at the last intersection before Crowchild Trail, turning into Garrison Woods is a nightmare due to congestion and other businesses that came with Garrison Corner. I noticed that there is another condo going up on the north side of that intersection, and yet another development going up on the south side of 33rd at 19 st. We don't know what the impacts of that will be as well as the new grocery store going up across from Shoppers. We don't know the impacts of this rapid increase in density and retail will be. In the 9 years we've lived on 32nd we've seen huge impacts in the last 5 years with the advent of the



building with Shoppers and Garrison Corner. It wouldn't be prudent to move ahead with yet another project when we don't know the impacts of the next 3 that already appear to be underway.

- "Please sincerely listen to community feedback. Follow ARP and MLARP. Residents believe that city ignores residents and does whatever developers want. "
- Residential living on 33rd street is not a good idea. We would like to have more local store and coffee shop, bookstore , but no multiple residential buildings no condos no apartment.
- Sarina Homes request for rezoning is to extreme for the surrounding neighbourhood. This would be disrespectful to the homes that it backs on to. Imagine you own a 2M+ home and a developer wants to build a 6 story condo behind you. Would you be a future buyer? Keep in mind that the homes that back on to this development are not wartime teardown homes. They are large homes that people have spend hard earned money building and renovated beautiful homes.
- "Sarina project is a clear violation of all the planning statutes.why is the city even considering this? The community doesn't want this and the administration would be ignoring all the past consultation. But I guess the planning department doesn't care? The admin already said m-cg was ""modest"" on the same site so how can they now say that a 80 unit condo building is also ""modest""? I'll tell you why.....it's because they encourage developers to have the highest density possible. A planner at the open house told me that they were trying to get this done before the election because they are not sure that the new council would approve. This is why citizens should be weary and not trust city hall!!!!!"
- Shut it down. This area is already congested and the street intersection are already a circus. I don't know what you expect us to do if the concentration of people goes up and the problem becomes even worse.
- South Calgary already has issues with on street parking and 33rd Ave was not built for the traffic that currently flows along it. Adding to these issues by increasing residential density or commercial space is not desirable. The current commercial zoning between 19th St and Garrison Wood is more than sufficient to support the community.
- Thank you for asking residents what should be done. I hope and pray that this is not just an excersise in diplomacy whilst decisions have already been made.
- [duplicate] The amending of the current plan would adversely effect me and the community in the following ways, increased traffic flow, lack of street parking, speed on residential streets, height of buildings(shadowing), style of buildings...Marda Loop is destined to be, another, neighborhood that is "zigsawed" together by various developers' monetary considerations rather than the Cities own urban planners.
- "The area from 19th street towards 14th street on 33rd has many new infills in place. This would stop developers from any transition to the service area past 19th street. An apartment building over 3 floors does not have any appeal for the area. This part of 33rd does not need amenities as 33rd already has the amenities to support the area. These are all already in walking distance. Traffic has already increased on 33rd and we do not want any more traffic flowing into side streets where our children play. Higher density is achieved with all the infills that are in the R2 zoning area and town homes. The only thing that an apartment building does is bring in the most money for the developer.



Choosing to do row homes or town homes would create a much nicer curb appeal, increase density, support the community concerns and reduce the shadowing of the surrounding areas as well. I hope that city council respects the feedback they have received and votes to support these concerns."

- "The city needs to listen to the residents. We have already taken on lots of density but the Sarina project is offensive. If the land use amendment is approved it will solidify why residents don't trust city hall. It will prove that the admin and council only cares about developers and isn't sincere when listening to communities "
- "The City of Calgary Engagement on April 19th talked about the Main Streets Initiative. Has the MLCA been involved with the Main Streets Initiative yet? As a resident I have not seen or heard anything about this. While searching on the City of Calgary website I have come across a 'Main Streets' implementation plan (dated in 2017) and it indicates that planning for 33rd Ave will not start until 2018-2019. My question would be - Why is there such a rush to get these properties rezoned when we don't even have a plan for 33rd Ave yet? Would this not be considered spot-zoning."
- The City should remain compliant with the existing plan and refrain from 3+ story developments. The road infrastructure cannot support that density. In addition, the loss of natural light is detrimental to the well being of current residents and has a negative impact on the property investment that was made under the existing ARP.
- The communities in this area are already experiencing a dramatic increase in density, with most 50-foot single family lots being developed into duplexes. Trying to push density increases beyond this doubling that is already occurring is not supported by the existing infrastructure in the area.
- The developers working in Marda Loop are looking explicitly at maximizing profit through density. They are far more concerned with quantity and square footage than they are with the longterm integrity of our community. Marda Loop has become a prime target for combining of smaller parcels to strangle the city into permitting way over scale developments. This has been to the detriment of our community. There are no longer any trees in Marda Loop and continued massive project redevelopment is not the answer for a walkable community. We are being steam rolled by investor driven development companies capitalizing on price per square foot. I repeat a very strong opposition to this kind of square footage focussed densification.
- The high street concept is a great concept but the current developed area does not allow for wider sidewalks, treed walkways etc. That ship has sailed and should have been planned for 30 years ago. The development between 14-19 should remain residential, however 3 story developments would be a nice addition.
- "The intersections are busy already. My walk to catch a school bus on 30 and 32 ave between 14 and 15 and 16th St. There's already too much traffic. This part of the neighbourhood needs to transition better (density, use and heights,) between the large and quiet lots of Mount Royal to the neighbourhood of Marda Loop. Please have a long term vision and spend the time now to plan this properly. "
- "The Marda Loop ARP focuses on mixed-use west of 19th Street and does not indicate any tall building outside of the Marda Loop business district area. East of 19th Street was not part of the



MLARP and I understand that it was to be remain as low-density residential. The Mainstream Initiative has not even been tabled for discussion with all stakeholders until 2018.

- How can the City Planning Department and the Developer use a non-existent plan to justify the approval of this application. "
- The Marda Loop Communities (formerly known as South Calgary/Altadore) is a wonderful inner city neighbourhood. The Area Redevelopment Plan is a terrific planning By-Law. All communities should be so lucky as to have one as good as ours is. It has been amended a lot over the past ten years to reflect changes in the neighbourhood. The last big changes were the creation of the separate Marda Loop ARP and the rezoning of the old King Edward School. Judging from my conversations with neighbours and business folks in the community, there is no way either of the present high density development proposals should be considered. The City should be apologizing to the community for the traffic congestion on 20th Street SW and 33 Avenue SW and how the new developments have destroyed the gem we used to have of Marda Loop as a small town business area within the community prior to the Marda Loop ARP. The City has turned the Marda Loop ARP area into a smaller version of Inglewood. If the City wants Densification, ask the developers to build along 14 Street SW instead of going for cheaper land (zoned for residential along 33 Avenue and a mix of residential/light commercial along 20th Street & 34 Avenue SW). Stop increasing the damage already caused.
- The neighborhood is getting too crowded. Traffic and parking are horrible. The city needs to slow down and be considerate of existing property owners rather than just trying to get new tax dollars.
- The neighbourhood has already doubled in the past years with the number of infills. With the Curry Barracks development this will add even more traffic to the area. We should be promoting walkable streets with restaurants and funky stores not high rise apartment buildings on a narrow residential street. On our street, there are many days that we can not even park in front of our house. All the new 25 foot lot infills have garages but they do not use them instead parking on the street. We should be supporting neighbourhoods and the feel of neighbourhoods. By approving large apartment buildings you will be destroying the small connected neighbourhood feeling that makes this area so special.
- The neighbourhoods that comprise Marda Loop have already taken more than their share of increased density in the inner city, and the city needs to be cognizant of this. I believe in the City's goal of increasing density, but too much pressure should not be put on any particular neighbourhoods too quickly. On the other hand, there are still communities where densification is very difficult and this needs to be addressed.
- The new development by the Safeway and Shoppers have made the neighbourhood a simple nightmare to navigate through. 33rd is the access to and from Crowchild and it is just a joke. I don't think that the people reviewing the development proposals actually live in the neighbourhood?!? If they did - this simply would not even be a consideration... the traffic is horrible, it is unsafe walking and driving as there are so many parked cars and ridiculous bike lanes that impede on the safety of drivers, pedestrians and bikers. Every time I see a near hit, I shrug my shoulders and can't understand how these ridiculous plans managed to get approved?!? The shadow block is

depressing... Sorry... I am all about community but can't you build more community gardens or LOW rise buildings? Can't you remove the 4 way stops and put in traffic circles instead (ie. 14th, 38th and SIFTON). You put a bike lane on 20th & 33rd but didn't think to put a bike lane on 38th? 38th the route school kids ride to should fall, winter and spring? Aren't you talking to the stakeholders? Why is nobody applying logic? It's frustrating to watch kids almost get hit by buses as I wait for the number 13. It's frustrating to watch bumper to bumper cars as I wait for the number 13... The city buses don't operate in the neighbourhood and there are never any cars to go available... so I have to drive. I don't feel safe riding my bike. 1,000 words for you as to how the redev plan affects me. And, I can summarize them all by simply asking one word... why?

- The people who live in this area typically chose it for its lack of "urban amenity" I.e no convenience store, Starbucks etc, on every corner. These facilities are already conveniently placed nearby. Why won't Calgary listen to its people and heed their opinions? Growth and expansion is only successful it has the support of the populace.
- "The population in the area has grown extensively over the last 15 years...road infrastructure not equipped to handle the volume of traffic. Unsafe to walk in the evenings due to very poor street lighting."
- The proposed project is unsuitable for this location.
- The redevelopment plan was designed in consultation with the residents of South Calgary and agreed to by the city. It appears that what the developer wants supercedes what the citizens agreed to in good faith.
- The single family homes in the East end of south Calgary are largely inhabited by young families who moved into the area to enjoy the park, library and swimming pool but could not afford to live in Mount Royal, where these kinds of redevelopment proposals, which are inconsistent with the built environment and contrary to all common sense, would never be applied for. Residents purchase homes in reliance on the ARP and the general character of the area. To adjust these plans to accommodate something as ridiculous as a 6-story structure where one simply doesn't belong is unacceptable. From the point of view of young families, it is simply an endorsement of the suburbs that the City so desperately wishes to limit - at least there you can be sure that there is no risk of your single family home being overshadowed by a tower that properly belongs downtown.
- The South Calgary / Altadore Redevelopment plan should not be changed drastically especially as the mainstreet initiative is still a year away for this area .
- The traffic and parking options on 33 Avenue is already challenging. It is important not to make it worse by introducing multi unit developments which would significantly and adversely affect traffic flow, and also cause a heavy build up of traffic. There are lots of families in the area with young children walking/biking to school, playgrounds, and the community center. More traffic and vehicles in the area would increase danger to their safety.
- The traffic in this proposed area is a nightmare already. It is almost impossible to cross the street. As a pedestrian I fear for my life and I have seen numerous accidents at the intersection of 19th St. and 33 Ave. As traffic increases there will be more. I am so concerned about my privacy and litter. Already pedestrians walking the area leave litter around. Imagine how much more there would be if



the area has commercial use. I have a lovely front patio that I will never again be able to use. The sewer system is a constant nightmare with very frequent leaks and shut downs. Noise has increased with the already increased density. during the summer, I frequently have not been able to sit outside because of noise. These changes have impacted my sleep and health and further density will only do more. There is so much potential to build a a healthy and unique neighborhood with change coming at a pace that doesn't shock the area. What is being proposed is radical change and will have tremendous health and psychological consequences to residents. I used to be proud of Calgary, I used to love this neighborhood, I thought I would live my life out here in my very special 100 year old house. Now all I see is a condo ghetto developing. I doubt how I actually feel about this is of any concern to anyone - no one seems to understand the psychological impact ... but I feel terrified for my health and so so sad about what is proposed. Go slower, be unique, consider quality of both physical and psychological health and respect the development plan that is place. Govern with ethics, please.

- There is a way to balance the goals/concerns of all stakeholders by increasing density through three story condominiums. The five or six story option benefits the developer at the expense of existing residents and homeowners. It is not the best way to achieve higher density in a way that fits the existing residential community. The redevelopment plan affects me because apartment towers will alter the community way too much in a negative way: noise, traffic, parking issues, lack of privacy with apartment towers looking down into our yards and windows, shading etc.
- There is currently nothing over 3 stories in the area and it increasing this does not fit in the area.
- "This area already has too many multilevel buildings in the community- this area is becoming an extension of the downtown core. The family communities in this area are changing due to Developers being able to tell City Hall what to do. City Hall should be there to support existing residences/families in the community. Congestion is already a problem in this community- and will increase with the proposed first two options. There should be NO retail/commercial space permitted with the proposal. The existing business district should be the only area for commercial/retail businesses. I am very concerned that if this plan is approved (option 1 or 2) this will be the end of the family single dwellings in this community. More and more developers will come in buy more homes and build multi story condo units - reducing
- the amount of sunlight, making for dark blocks (similar to existing situation on 33 av across from Shoppers Drug Mart. Parking will become a larger problem. The City and Councillors need to listen to existing families/residents. Thank you!"
- this area can only handle infills traffic is already bad it will depreciate homes 33 is already a snow route back lanes are a nightmare already in winter keep this area infills and family friendly the builder is way off on the size they want to propose The large multi units do not belong here!
- "This area has lots of children and is already congested from a parking perspective. If large multiunit developments are added this will only make the issues worse. We also see the value of our properties declining if the congestion gets worse. Would like to see ways of easing congestion and safe pedestrian solutions - building up 33rd more will make it harder to send our kids to the



community centre when they have to cross 33rd. Would like to see a safe cross walk with lights at 16th and 33rd ave by the Community Centre/ Pool."

- "This area is popular because it is residential with existing local amenities - we have a mix of restaurants, more than enough yoga studios, various cafes and many many food outlets - from grocery stores to farm to fork establishments/ there are churches/and no schools. We have several new and in construction stages buildings with offices. We are building an art centre and seniors residence and town houses that guarantee a parking problem - they talk about parking spaces but no one appears to notice Calgarians drive trucks that will not fit in underground or even garages! Street parking a problem already. Why would the city cavalierly decide to make life difficult for residents. I live blocks away and this proposed building will block my view to the south - infills have already replaced the city view - I can only imagine how the neighbours on 32nd feel like with the idea of a multi-story building looming over their back gardens. Calgary has a very poor history of city planning - are we going to continue to be impervious to what is needed? And not by the contractors? Why not build smaller residences - the area east of Crowfoot and South of 35th? is great - a feeling of Georgian or Federal housing... sigh ... p.s. how have you managed not to rile Mount Royal I wonder..."
- This area should be kept low density for residential and restaurants. Over the past few years single family dwellings have been replaced with multi. Bottom line you now have congestion and the neighbourhood dynamics are changing dramatically, not in a good way!
- This is density for the sake of density. South Calgary has done, and continues to do it's part in densifying it's community. This proposed redesignation is not thoughtful planning!
- This is not the area to be building a 4 - 6 storey building. It is far away from the rest of the higher storey buildings and even those are not as high as 6 storeys. Keep the new structures the same height as residential in the area.
- This is still a residential area and it shouldn't be changed to look like commercial area especially near South Calgary Park.
- This projected development only invites more of the same in the future. This specific site is too close to the soccer park where there are always many kids around and parking is already difficult in that area when the park is in full use in the summer. It is also, at times difficult to get onto 33 Ave from 15 st, adding dwelling of that size will only make it much worse. This could likely also increase the ridership on at that bus stop that I currently use. Finally, I would not want to have to look out my window where I currently see tops of leafy green trees and blue sky and see a wall of apartments. I moved in 20 years ago and within a couple years 3 store apartment went up across the street causing parking issues in front of my place. I was very disappointed and still am to this day. I cannot image if that building was 3 stories higher.
- This type of rezoning is not appropriate for this residential neighborhood.
- This used to be a nice area to live; not anymore. Ever since they started to tear down the bungalows and single family homes, and put in huge houses, condos, infills and the like, our property taxes have soared, the traffic has become unreasonable, and less than desirables have moved in and caused trouble. This is pushing us out of an area we have lived in for years. Also, these types of



buildings do not fit with the rest of the neighbourhood; but looking at how things are progressing (with no regard to how the current residents feel), it won't take long until most of the long time residents will be forced out because of unaffordability (taxes) or noise and congestion.

- This would be a piecemeal approach to development which is not consistent with the overall goal and purpose of creating a plan in the first place. Plan revisions should be guided by an approved plan which meets community goals and objectives and not the desires of one landowner. Approving a redevelopment based on a vague belief that it might meet future planning yet to be undertaken violates the foundation and principles upon which planning is undertaken in the first place. The proposal is a very significant departure from the existing ARP and not simply a minor change. This development will be detrimental to the surrounding residential properties which are currently zoned for much lower density.
- Too high density - will negatively impact a beautiful community. People living next to this development will have all privacy taken away - far too tall. Increased traffic not taken into account - where will people park? No increase in local public services proposed.
- Too much population means increased traffic and noise. Parking is already a problem and almost impossible to turn left on a green
- Too much traffic and lack of parking for what exists. Can't bus or drive, constantly blocked, closed or being hijacked by construction on road. Are you crazy? Denser development? Put in a C train then on Crowchild! How in the world are people supposed to get around.
- "Traffic - more density/any retail will introduce traffic and parking problems that the area cannot support without causing a major headache for current home owners. We already fight with traffic congestion (most particularly when Crowchild is backed up, but also at other times), speeders, drivers who ignore/disregard speed limits, stop signs, run traffic lights and refuse to yield to pedestrians. Increasing the density will no doubt cause challenges with the infrastructure in place, that was designed for single family homes. "
- Traffic along there is terrible. 4 way stop often jammed. Near construction already has closed few street/lanes
- "Traffic and parking are already brutal on 33rd. There would have to be significant thought into parking and underground parking before any major redevelopment occurs."
- "Traffic and parking has become very problematic in the neighborhood. Getting in and out of Altadore is getting more frustrating. Prior to the addition of more high density development traffic management and adequate parking needs to be addressed.
- Parking congestion has become problematic throughout the community. Residents are more likely to park on the street than use designated parking locations for various reasons.
- Garages are often used for storage instead of parking.
- For us, our double car garage is too short and small to accommodate one of our vehicles, forcing us to park it on the street. "
- Traffic congestion
- traffic congestion, noise, quality of life
- "traffic on 33rd ave is super busy and not enough parking!!! Is it possible to widen 33rd ave???"



- Traffic will already be impacted by the approved development on 32/33Ave SW at 22St SW. Adding anything higher than 3 floors is unfair to locals who will deal with even more traffic and parking problems.
- traffic will get worse. but like to see some more resturenets.
- Very dangerous where 33rd Avenue SW meets 14th Street because Left hand (turning north) lane is also the going straight lane but cars often try to scoot in the curb lane to go straight through when that is signed must turn south. Need better markings to ensure everyone's safety on 33rd Ave SW eastbound as it approaches 14th Street.
- We are completely destroying the character of the neighbourhood with all the high rise, residential/commercial mix buildings, there is a tunnel effect happening on 33rd with the Shoppers Drug mart building and the other across the street. This destroys the walkability of the neighbourhood, restricts light and makes any retail space too expensive for small, local and unique shops. we are ending up with an uninteresting retail space full of either chain shops (who can afford the rent) or hair salons or cell phone shops - it is near impossible to shop on this street any more.
- We can increase density at a reasonable rate. Why must we be constantly looking to go to these massive apartment and condo projects. They really take away from the feel of the community.
- We can increase the density of the neighbourhood, but still keep it unique and a "go to" destination. This will happen if we have exciting and new products and services available. Do Not allow office type outlets - i.e. insurance, dental labs, dentists, etc. to have outlets on the main floor. These should be on higher floors. Sufficient parking must be made available. The congestion around the Shopper's Drugmart location at 33rd Avenue & 20th Street should be avoided. One single way in and out for that entire building (including all servicing to the building such as delivery trucks, moving trucks, clients of all the services provided) causes tremendous traffic jams in the lane for both that building and the businesses on 34th who also use that laneway. Make sure that the developers are adding to our community. If that means they must provide sums of money to deal with possible future issues, so be it. Issues like parking, transportation, water, etc. We cannot let development (and the profits the developers make) be the only issue. Our City of Calgary can take the lead in how we make changes. Consider the future costs of these developments as well. Don't let it simply be a problem for all of us years later. Developers should take some responsibility now for the future as well.
- We do not agree with this change. This is not what I invested in my property for!
- We do not need this to be developed as now the taxes are too high and more of this type of development will only put the taxes higher.. I have not seen any way t o move the traffic that this is going to cause if developed as suggested by builders and city hall. We can not all ride bikes as some of us my have health problems that keep us using the car for outings.
- "We feel that our quality of life will be impacted by any development that is higher than three stories. There would be more volume of traffic (which we already cannot handle), more overall potential for noise, and less of a community feel and sense of personal safety. We checked zoning in the area prior to moving here five years ago and did NOT sign up for an apartment building two blocks away.



Keeping the development to three stories would add a lot of charm to the area along that strip and is much needed in the area at this time. "

- We have had zero traffic upgrades and as we get higher density there is an increase of traffic down 32 avenue which has a direct impact on the safety, noise, and overall inconvenience as residence. We need traffic calming measures before we should be considering any further high density project
- "We live in South Calgary. 4+ story buildings along 33 avenue, including the one proposed at 1600 block, will block the view to the south from our rooftop deck. This would have a big negative impact on the quality of our life, as we use our deck a lot and the view is a large part of our deck experience. This will impact many houses in the area that enjoy beautiful views to the south from our rooftop decks. More generally, I worry about any 4+ buildings which block views, and create shading and privacy problems for existing residents and homeowners. They detract from quality of life and home investment value of existing community members and therefore do not respect the needs of the existing community. "
- We live in the area and have for 15 years. It's great. I would like to see more row houses and low rise go in where we can put in the necessary infrastructure to support the imagined demand journey.
- We live off 15th street and would love to see further commercial and increased density housing further down the 33rd ave strip. Bring the community together to have a main road with many destinations and places for people visit. I wouldn't leave my community as much if there were more things close by and especially in walking distance which would be ideal.
- What are the Developers and City doing about providing infrastructure improvements. This should be done now before any more development in area.
- What are you going to do about increasing traffic? The area needs more flow. Not bigger buildings and pretty trees. Seriously look at the issues not how the city can make more money
- "What kind of future developments will be allowed? With new proposals are we going to have further changes to ARP in the coming years? Shouldn't this all be done coinciding with the main streets initiative?"
- When did the planning department first indicate to the developer that this proposal would be acceptable? Obviously no developer would proceed with this size of property acquisition without significant encouragement from the department, therefore it is important to know when this proposed change was planned and why wasn't the public consultation process undertaken prior to the developer acquiring the land, developing the plans etc.. In no way should the fact that an investment has been made influence the decision. This is a very sleazy way to proceed and deserves to be exposed.
- "worried about additional traffic, impact on parking, and noise"
- would like to see sensitive development along 33rd avenue that doesn't insert large height (over three stories) along the neighbourhood sections (outside the existing commercial mixed use area)
- You are amending the ARP in the interest of the developer! Not for the local residents!
- You are making this area too dense. Everyone wants to live there because it is quaint. No thought to the long term residents.