



# HERITAGE COMMUNITIES

Local Area Planning Project

**What We Heard Report - Phase 2: EXPLORE**  
**June 1, 2022**



# Heritage Communities Local Growth Planning Project

## Phase Two: EXPLORE Engagement & Communications Summary

Stakeholder Report Back – Spring 2022

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## Project overview

The Heritage Communities Local Growth Planning project includes the residential communities of Kelvin Grove, Eagle Ridge, Chinook Park, Kingsland, Haysboro, Southwood, Willow Park, Maple Ridge, Acadia, and Fairview; and, three Industrial Communities (Fairview Industrial, East Fairview Industrial, and Glendeer Business Park). These Industrial communities are considered different and independent communities, they are not part of the Fairview Communities or any other communities.

Through the local area growth planning process, we'll work together to create a future vision for how land could be used and redeveloped in the area – building on the vision, goals and policies outlined in [Calgary's Municipal Development Plan](#) and [The Guide for Local Area Planning](#), the Heritage Local Area Plan (LAP) will fill gaps in communities where no local plan currently exists and replace other plans that are largely outdated.

## Communications and engagement program overview

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

Some of the considerations that influenced our overall communications and engagement approach for this project are detailed below.

### Phased program

The engagement process for multi-community plans has been designed as a multi-phased approach where we will collect input at key intervals throughout the planning process. For this project, this includes 4 phases of engagement where;

- In phase one we look to gain a high-level understanding of the strengths, challenges, opportunities and threats about future redevelopment in the area from the broader public.
- In phase two we will explore where and how growth and change could happen in the area
- In phase three we continue to work to further refine the plan and confirm investment priorities
- In phase four we will share the final proposed plan and demonstrate how what we heard throughout the engagement process has been considered in the final plan.

### Raising the capacity of the community

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

## Increasing participation and diversity

Recognizing that planning can be difficult subject matter to navigate, we have employed different tactics and approaches to increase participation in the project. We also recognized that the Heritage Communities are made up of a unique and diverse population and have customized our approach to ensure we remove barriers to allow for a diversity of participation.

To reach as many community residents as possible, drop box and mail-in engagement methods were used in addition to the opportunity to provide input through The City of Calgary Engage portal:

**“My Idea” stations:** An innovative new approach that involved working together with Community Associations in the plan area and installing “My Idea Stations” – similar in look to Little Libraries – for people in the community to check out engagement content and provide their feedback.

**Direct mail:** People within the Canada Post walking routes in the plan area received a content package in the mail starting March 7, 2022. This package contained draft concepts for review, along with a pre-paid postage feedback form to mail their input back to the project team.

## Inclusive process

Throughout our engagement we are working to ensure an inclusive engagement process that considers the needs of all stakeholders and seeks to remove barriers for participation. We will do our best to make public engagement accessible and welcoming to all, despite resource levels or demographics that might prevent some from being included in the process. We will ensure that, at the very least, all citizens in the area are aware of the opportunity to participate and know that we are interested in hearing from them.

## Participation interests & intensity

Our engagement program has been created to cater to the different participation interests and intensity that stakeholders are willing to commit to a project. This includes having a variety of communications and engagement tactics available so that people are able to get involved at the level that best suits their needs. We selected a variety of tactics to correspond with the varied interest needs of the Heritage Communities.

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

## Heritage Communities Working Group

Through a recruitment process, 34 members of the broader community and development industry were selected at the launch of our project in November 2019 to participate in dialogue of the planning interests of the entire area. Due to the Covid-19 pandemic, the working group has continued to evolve. When the project concludes, members will have participated in 11 sessions where they bring different perspectives and viewpoints to the table and act as a sounding board for The City as we work together to create a Local Area Plan.

## Better aligning the work of The City

During our engagement process, we are looking at how to better serve citizens, communities, and customers through our program approach in a way that is cohesive, collaborative and integrated, and works together as “One” for “Calgary.” Where timelines and resources allow, we ensure coordination and collaboration with other City departments and projects to ensure a One City/ One Voice approach.

## Phase Two: EXPLORE overview

Phase two occurred from February – April 2022 and explored where and how growth and change could happen. In the Heritage Plan, we divided the conversation into two topics: We broke down the area of discussion and feedback into two topics:

### Topic 1: Focus Areas for Growth

In this phase of engagement, we were looking to explore where different types of growth and change should be focused and looked to explore opportunities where new moderate to large-scaled homes and businesses (4+ storeys) might be appropriate in the area. These were broken down into the following three growth focus areas:

1. Around Transit Station Areas and Neighbourhood Activity Centres (Nodes)
2. Macleod Trail S and Community Corridors
3. Haysboro Industrial Area and Fairview Industrial Area

### Topic 2: Direction for Growth and Development

We were looking to explore how new growth and development would integrate well into the community, and to ensure it would align with the Vision & Core Values that have been established to help guide growth and change in the Heritage Communities area.

This helps the project team proactively explore ideas with our stakeholders' aspirations, concerns, and viewpoints in mind. The feedback from this phase continues to support further refinement of the concepts for the draft local area plan.

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

Throughout phase two, we held 4 virtual events with citizens, 8 stakeholder meetings (community associations, working group and commercial landowners) and conducted 29 days of online and mail in engagement. In total over 619,900 impressions were made of the project through our communications program and we connected with over 420+ participants online or in-person and received over 1,440+ contributions across this phase.

A comprehensive communications plan was developed to inform the community about the project and all engagement opportunities. The following is an overview of all the channels The City employed throughout our second phase of engagement.

- 15 large format signs placed throughout the communities and at high-traffic intersections.
- Community Association posts, website updates, news articles
- Mailed engagement booklets
- Paid social media advertisement campaign on Facebook, Instagram and Twitter
- Organic social media posts on NextDoor
- Paid geo-targeted digital advertisement campaign on YouTube and websites
- Email newsletter campaign through Heritage Communities subscriber list
- Seven My Idea Stations and two information boards in the area also supported awareness building.

The following is an approximate number of individuals reached through all of the channels during our second phase of engagement.

- Direct mail (engagement package) = 14,517
- Community newsletters / websites / emails (distributed) = unknown
- Bold signs and information boards = unknown
- Social media: 136,321 (impressions)
  - NextDoor (Impressions) = 2, 063
  - Facebook (Impressions) = 26,583 & 55,901
  - Twitter (Impressions) = 2,095
  - Instagram (Impressions) = 49,679
- Digital ads (impressions): 468, 524
  - Banner ads 250, 476
  - Native ads 157, 811
  - Spotify ads 16, 554
  - YouTube 43, 683
- Email subscribers: 616
- Information boards in community: unknown

Virtual Q&A Sessions with the Public	Metrics
<p>Due to the ongoing pandemic and the provincial mandate at the time, The City hosted 2 virtual Microsoft Teams events with the public.</p> <p>Now that it is lifted, we will host both in-person and online events for participants to choose from in our Phase 3 engagement that will run from June 6-30, 2022, in addition to providing feedback via the delivery on the engagement booklets with pre-paid postage</p>	<ul style="list-style-type: none"> <li>• 2 virtual Q&amp;A Sessions               <ul style="list-style-type: none"> <li>○ 63 people registered for the sessions</li> </ul> </li> </ul>
Engagement & Communications	Metrics
<p>The project launched online on August 12, 2019 with information about the project to increase awareness and capacity about local area planning.</p> <p>Covid 19 (Please refer to our <a href="#">Phase 1.2 Envision Engagement Relaunch What We Heard Report</a>)</p> <p>Phase 2: EXPLORE From March 7 - April 4, 2022, we conducted online and mail-in engagement to collect feedback from citizens</p>	<ul style="list-style-type: none"> <li>• We received 1,440+ individual contributions online and mailed in from the engagement booklets</li> <li>• We conducted 29 days of engagement</li> <li>• Since our project launch, we have had 15,039 unique visitors to the website (as of June 1, 2022)</li> <li>• During our Phase 2 engagement from March 7-April 4, 2022, we have had 1,849 unique visitors to the website</li> </ul>
Targeted stakeholder engagement	Metrics

<b>Community Associations</b> Prior to each phase of the project, and launch of public engagement, we host joint Community Association meetings where we invite all of the plan area community associations to meet and work through exercises with the team	<ul style="list-style-type: none"> <li>• We held 2 virtual CA meetings (February 24 / March 1)</li> </ul>
<b>Commercial Landowners</b> Prior to each phase of the project, and launch of public engagement, we host a meeting with commercial landowners in the area to meet and work through exercises with the team.	<ul style="list-style-type: none"> <li>• We held 1 virtual meeting with commercial landowners (<b>March 14, 2022</b>)</li> </ul>
<b>Heritage Communities Working Group</b> Throughout phase two, the working group participated in 3 focused workshop sessions. These are detailed below in the working group section.	<ul style="list-style-type: none"> <li>• 19 working group members</li> <li>• 3 workshop sessions</li> </ul>

## About the Heritage Communities Working Group

### What is the working group?

The purpose of the working group is to serve as a sounding board to The City's project team and participate in more detailed dialogue about the broader planning interests of the entire area including: connectivity of the communities, transition areas and interface with a focus on big ideas and actions/opportunities for future growth.

Members of the working group will participate in 11 focused sessions throughout the project, where they will engage in dialogue and discussion about the broader planning interests of the entire area as we develop a new local area plan.

### How was the working group created?

At project launch, The City executed a recruitment campaign for citizens to apply to be a member of the working group, as a general resident or a development industry representative. Community Associations were given the opportunity to nominate and select their own representative. Through the recruitment campaign we received 170 applications. City Administration analyzed all of the applications received and efforts were made to ensure the selected members group included:

- both renters and owners
- a balance of male and female participants
- a diverse range of ages
- student, family and single professional perspectives
- business owners and those who work in the area



- both new and long-term residents

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

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

### Who is on the working group?

As the project the working group is comprised of a broad range of stakeholders and currently has 19 members. As of June 1, 2022, membership is comprised of:

- 9 members representing the general community
- 7 members from Community Associations in the plan area
- 3 members from the development industry

### What is the working group up to?

As part of phase one, the working group completed four focused workshop sessions. These are provided in more detail below.

### Working Group Session Seven: Evaluate What Could Happen Where

On February 15, 2022, the Working Group participated in their 7<sup>th</sup> virtual session together. At this session working group members discussed areas where larger scale buildings (4 storeys or greater) would be considered in the following three themes:

- **Theme 1: Macleod Trail S and Community Corridors** emphasizes opportunities to accommodate new homes and businesses along these key routes. When thinking about the questions below, consider the different contexts of these areas.
- **Theme 2: Transit Station Areas and Neighbourhood Activity Centres (Nodes)** emphasizes opportunities to accommodate new homes and businesses in these key locations. Heritage, Southland and Anderson LRT Stations and Neighbourhood Activity Centres (located along the proposed Community Corridors) are envisioned as areas for growth and redevelopment. When thinking about the questions below, consider the different contexts of these areas
- **Theme 3: Industrial Areas.** The theme of supporting the evolution of portions of the unique Fairview and Haysboro Industrial Areas emphasizes opportunities to accommodate few and complementary non-industrial redevelopment. When thinking about the questions below, consider the different contexts and opportunities of these areas

### Working Group Session Eight: Small-Scale Growth

On Wednesday, March 15, 2022, the working group participated in the eighth virtual session. At this session working group members participated in activities to discuss:

- What is small scale growth
- Why it is important
- What it looks like
- How we can encourage/ support it in the Local Area Plan

## Working Group Session Nine: Refining the Plan

On Thursday, April 7, 2022, the working group participated in its ninth session. At this session working group members participated in activities to discuss:

- Topic 1: Opportunities and Barriers for Growth - Heritage Drive S East/ West Connector Discussion: Heritage Drive S is an important east/west connection that could accommodate growth and change. It has a different context than Community Corridors due to its unique configuration.
- Topic 2: Small Scale Growth-implementation discussion. In this activity, we would like to work together to understand the tradeoffs, benefits and challenges of different approaches to small scale housing implementation

## What did we ask through Phase 2 engagement?

We broke down the area of discussion and feedback into two topics:

### Topic 1: Focus Areas for Growth

In this phase of engagement, we were looking to explore where different types of growth and change should be focused and looked to explore opportunities where new moderate to large-scaled homes and businesses (4+ storeys) might be appropriate in the area. These were broken down into the following three growth focus areas:

- Around Transit Station Areas and Neighbourhood Activity Centres (Nodes)
- Macleod Trail S and Community Corridors
- Haysboro Industrial Area and Fairview Industrial Area

The questions we asked:

1. Are there any areas within Transit Station Areas and Neighbourhood Activity Centres (Nodes), as identified on the map, where you feel moderate to large-scale development (4+ storeys) is **not** appropriate? Yes / No / Undecided. If yes, please explain where and why. Please also share any ideas about how we can ensure development around Transit Station integrates well into the community.
2. Are there any areas along the Macleod Trail S and Community Corridors (as identified on the map) where you feel moderate to large-scale development (4+ storeys) is **not** appropriate? Yes / No / Undecided. If yes, please explain where and why. Please also share any ideas about how we can ensure development along Corridors integrates well into the community.
3. Are there any areas within Haysboro Industrial Area and Fairview Industrial Area (as identified on the map) where you feel work/live, commercial, recreational or institutional uses that complements existing light industrial development are **not** appropriate? Yes / No / Undecided. If yes, please explain where and why. Please also share any ideas about how we can ensure development around these industrial areas integrates well into the surrounding areas

## Topic 2: Direction for Growth and Development

We were looking to explore how new growth and development would integrate well into the community, and to ensure it would align with the Vision & Core Values that have been established to help guide growth and change in the Heritage Communities area.

The questions we asked:

1. Do you think that the direction outline will help ensure growth and development integrates well into the community? Yes / No / Undecided. Please explain why and share any other ideas about how we can ensure growth and development integrates well into the Heritage Communities area.

## What did we hear throughout engagement?

Overall, there was a high level of interest in the project and a wide range of input was received from the community.

The high-level themes that emerged throughout all of the comments received in phase two include:

- Citizens shared concerns about proposed 4+ storey growth near Transit Station Areas as it pertains to the proximity of Elbow Dr.
- Citizens expressed concerns of any type of proposed 4+ storey growth in the plan area.
- Citizens shared concerns about specific locations in the plan area that have been proposed for 4+ storey growth.
- Citizens expressed concern in regard to safety, parking and traffics and the proposed 4+ storey growth near Transit Station Areas.
- Citizens shared concerns about the proposed 4+ story growth near RC-1(single-family) communities.
- When considering growth along corridors, citizens identified RC-1 communities as not appropriate to accept any type of 4+ storey growth.
- When considering growth along corridors, citizens shared various 4+ storey concerns throughout the plan area as proposed.
- Citizens cite traffic safety and parking concerns when considered 4+ storey growth as proposed along corridors.
- Citizens expressed positive sentiment with 4+ storey as proposed along the Macleod Trail S corridor.
- When considering growth along corridors, citizens expressed that it was not appropriate for any type of proposed 4+ storey growth along Elbow Dr.
- Citizens expressed positive sentiment for revitalization and growth in the Haysboro and Fairview Industrial area
- Citizens shared positive sentiment that 4+ storey growth is appropriate in this area.
- Citizens expressed that prioritizing transit access should accompany the proposal for growth in the Haysboro and Fairview Industrial areas.
- Citizens cite traffic safety and parking concerns when looking at growth in the Haysboro and Fairview Industrial areas
- Citizens expressed that they value revitalization and the need to adhere to appropriate and balanced growth in the entire plan area.

- Citizens shared concerns and desire to maintain the community character in the plan area.
- Citizens shared that they would like to see an emphasis put on safe pedestrian, accessible and cycling connectivity throughout the plan area.
- Citizens cite traffic safety and parking concerns when looking at growth in the entire plan area.
- Citizens expressed concern over how proposed growth will impact future property values.
- Citizens feel that the Heritage Communities plan area would benefit from more investment opportunities.

## Summary of input received

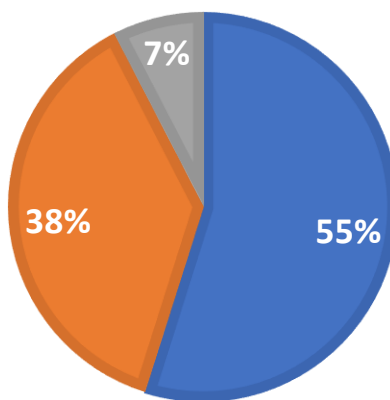
Below is a summary of the main themes that were most prevalent in the comments received for each question, across all methods of engagement. Each theme includes summary examples of verbatim comments. These are the exact words used. To ensure we capture all responses accurately, verbatim comments have not been altered. In some cases, we utilized only a portion of your comment that spoke to a particular theme.

### Topic 1: Q1

**Are there any areas within Transit Station Areas and Neighbourhood Activity Centres (Nodes), as identified on the map, where you feel moderate to large-scale development (4+ storeys) is NOT appropriate? Yes / No / Undecided.**

**ARE THERE ANY AREAS WITHIN TRANSIT STATION AREAS AND NEIGHBOURHOOD ACTIVITY CENTRE (NODES), AS IDENTIFIED ON THE MAP, WHERE YOU FEEL MODERATE TO LARGE-SCALE DEVELOPMENT (4+ STOREYS) IS NOT APPROPRIATE?**

■ YES ■ NO ■ UNDECIDED



**Topic 1 – Question 1: If yes, please explain where and why. Please also share any other ideas about how we can ensure development around Transit Stations integrates well into the community.**

Themes	Explanation and sample verbatim comments:
<p><b>Citizens shared concerns over proposed 4+ storeys near Transit Station Areas as it pertain to proximity to Elbow Dr.</b></p>	<p>Citizens shared concerns about proposed 4+ storey growth near Transit Station Areas as it pertains to the proximity of Elbow Dr.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>“Any area / node that is in close proximity to Heritage / Elbow drive, Elbow drive / 75 Ave SW and Heritage Drive / 14 Street SW. There are some existing / historical developments / zoning in these areas but there should not be any further development or additions in these areas !</i></li> <li>- <i>“Elbow and Heritage and Elbow and 75th Ave are very busy intersections with very busy shopping areas. I am not sure how you could add more traffic by having more people living/working/shopping here without causing major traffic issues.</i></li> <li>- <i>“Nothing should change on Elbow drive. It will ruin the communities.</i></li> <li>- <i>“Develop Macleod trail, it’s an eye sore. But stay away from elbow drive.”</i></li> <li>- <i>“There is already too much traffic at 75th Ave and Elbow Drive for parents to drop off/pickup students at Henry Wise Wood High School plus Chinook Park Elementary School on 75th Ave. Cameras have also needed to be installed at 82nd Ave and Elbow Drive due to the number of traffic/pedestrian accidents. Commuters are already cutting through Chinook Park, with parking restrictions needed for certain areas. Chinook Park can't handle more traffic/parking issues.</i></li> <li>- <i>“The proposed developments in Elbow drive at Heritage and Southland are not appropriate</i></li> <li>-</li> </ul>
<p><b>Citizens expressed concerns of 4+ storey growth in the plan area</b></p>	<p>Citizens expressed concerns of any type of proposed 4+ storey growth in the plan area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>“4+ should not be build near primarily residential areas, Nodes, but for a certainty it is desirable around major transit corridor like McLeod, Blackfoot, Glenmore, Deerfoot. Lets try not to ruin every single community. The inner city development is a great idea, but for the most part we have missed the plot in numerous communities and thus the ruination of all.”</i></li> </ul>

	<ul style="list-style-type: none"> <li>- <i>"Why does the city of Calgary think it has the right to change these communities? People bought in to these area as they are safe, less dense, and desirable. If the pandemic has taught us anything, it's that density is the enemy. Please leave these neighbourhoods alone."</i></li> <li>- <i>"Along Fairmont drive +4story would not fit in with the community, and single family residential scale, will block sun to single family yards, increase traffic on the small local road"</i></li> <li>- <i>"I can't say whether I'd agree with 4+ storey development at every suggested node, however."</i></li> <li>- <i>"Less than 4 stories allows for a community feel. The tall condo buildings puts residents in a bubble box in the sky. No connection to the community. Walk-ups are more socially integrated into the community."</i></li> <li>- <i>"Any developments should be restricted so the height is not greater than two stories above Macleod Trail grade in order to integrate with the neighbourhood."</i></li> </ul>
<p><b>Citizens expressed location-specific concerns proposed for 4+ story growth in the plan area.</b></p>	<p>Citizens shared concerns about specific locations in the plan area that have been proposed for 4+ storey growth.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Southland and Fairmount. I like the idea of leaving that all commercial as those buildings and stores have history in the community. I would rather like to see Fairmount turned to multi-family / low rise commercial. On Fairmount between Acadia and 94th there are three school, cost of fuel is nearing \$2/L.. It is critical to have the right diversity, high density, and quality stores to reduce the reliance on cars. This may also promote less traffic on Fairmount leaving that to be on McLeod."</i></li> <li>- <i>"fairmount and boneventure are residential areas with congestion already. a 5 floor or smaller buildings would work well while fitting in with the community. unless transit frequency is improved it's hard to see how this fanciful plan will improve the situation."</i></li> <li>- <i>The so-called 'node' at Elbow &amp; Heritage drives is already fully-developed with mixed single and multi-residential properties, churches and small businesses. I see no opportunity for development which would not destroy or detract from what already exists there. 'If it's not broke, don't fix it.'</i></li> <li>- <i>You have two smaller nodes along Acadia Drive. Neither of these would be a good spot for large scale development. The one, I believe might be WillowPark Drive, is a quiet residential area with no access to major amenities. It would be impractical to think people in this area will rely solely on transit and bike pathways to get around, and the community is not set up for additional cars to park on Willowpark Dr."</i></li> </ul>

	<p><i>Additional traffic put kids in area at risk with 2 schools &amp; community ctr. close by.</i></p> <ul style="list-style-type: none"> <li>- <i>Elbow Drive and 75th</i></li> <li>- <i>Elbow Drive and Heritage Dr</i></li> <li>- <i>Elbow Drive and Southland drive</i></li> <li>- <i>Fairmont Drive and Heritage Dr</i></li> <li>- <i>Fairmount Drive and Acadia drive</i></li> </ul>
<p><b>Citizens expressed traffic, parking and safety concerns with proposed 4+ storey growth near Transit Station Areas</b></p>	<p>Citizens expressed concern in regard to safety, parking and traffics and the proposed 4+ storey growth near Transit Station Areas.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Heritage Drive is already very congested at the best of times especially when larger trains come through."</i></li> <li>- <i>No negative impact to the existing community, noise/increase traffic. A residential building-underground parking or no vehicle accommodations-transit only. Building design takes into consideration the flow of traffic in and out so that headlights do not cross a homeowners property and do not cause overflow alley/street parking. Reduce building height.</i></li> <li>- <i>fairmount and bonaventure are residential areas with congestion already. a 5 floor or smaller buildings would work well while fitting in with the community. unless transit frequency is improved it's hard to see how this fanciful plan will improve the situation. more people will bring more cars and traffic.</i></li> <li>- <i>"The proposed developments in Elbow drive at Heritage and Southland are not appropriate. Bookending Haysboro with these developments will drastically impact the flow of traffic through our community and crime</i></li> <li>- <i>"Additionally, traffic on Acadia Dr is already heavy during peak periods, with speeds exceeding the posted 50 km/h restrictions. Additional traffic would only make this worse.</i></li> <li>- <i>"I strongly believe underground parking would be need to be available with any redevelopment. ."</i></li> <li>- <i>"Fairview 'transit hub' is a bus stop where there is already development. You need better access over LRT tracks. Need pedestrian access over Blackfoot trail</i></li> </ul>
<p><b>Citizens shared concerns of any type of 4+ storey growth in RC-1 communities</b></p>	<p>Citizens shared concerns about the proposed 4+ story growth near RC-1(single-family) communities.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>Why does the city of Calgary think it has the right to change these communities? People bought in to these area as they are safe, less dense, and desirable. If the pandemic has taught us anything, it's that density is the enemy. Please leave these neighbourhoods alone.</i></li> </ul>

	<ul style="list-style-type: none"> <li>- <i>Keep R 1 communities just that, R1. We already have a variety of housing styles in our community of Chinook park. I paid a premium to live in an R1 community. Not every place has to be densely populated.</i></li> <li>- <i>I am against such zoning changes on areas that deal with Willow Park Golf course and the lands bordering it. I would not like the views from my home to change from trees to buildings.</i></li> <li>- <i>I feel that 4 story development is not appropriate when they are directly next to single family dwellings, without allowing for green space areas as well. Single family homes areas zoned R1 should not be allowed to become multi family ( duplexes ) in residential areas.</i></li> <li>- <i>These are older and established neighbourhoods. People have chosen to live here due to the low buildings and open skies. If you put 4+ stories this would significantly change the privacy of the residential homes surrounding it. No one wants someone to observe your yards from above</i></li> </ul>
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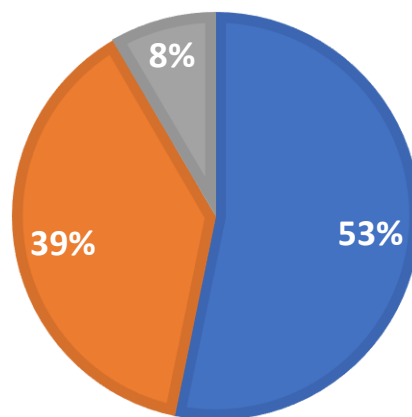


## Topic 1: Q2

Are there any areas along Macleod Trail S and Community Corridors (as identified on the map) where you feel moderate to large-scale development (4+ storeys) is NOT appropriate?

ARE THERE ANY AREAS ALONG MACLEOD TRAIL S AND  
COMMUNITY CORRIDORS (AS IDENTIFIED ON THE MAP)  
WHERE YOU FEEL MODERATE TO LARGE-SCALE  
DEVELOPMENT (4+ STOREYS) IS NOT APPROPRIATE?

■ YES ■ NO ■ UNDECIDED



**Topic 1 – Question 2:** If yes, please explain where and why. Please also share any other ideas about how we can ensure development along Corridors integrates well into the community.

Theme:	Explanation and sample verbatim comments:
<b>Citizens feel that 4+ storey growth is not appropriate anywhere in RC-1 Communities</b>	<p>When considering growth along corridors, citizens identified RC-1 communities as not appropriate to accept any type of 4+ storey growth.</p> <p>Sample comments:</p> <ul style="list-style-type: none"><li>- "I don't believe any area should go from a single storey 'family' house to having even a 16m development next to it. The scale needs to increase moderately &amp; not radically &amp; 4-6 stories is radical."</li><li>- "R1 Communities want to retain their existing character, sunlight, green space, mature trees and property values."</li><li>- "Any residential areas where residents have made..".</li></ul>

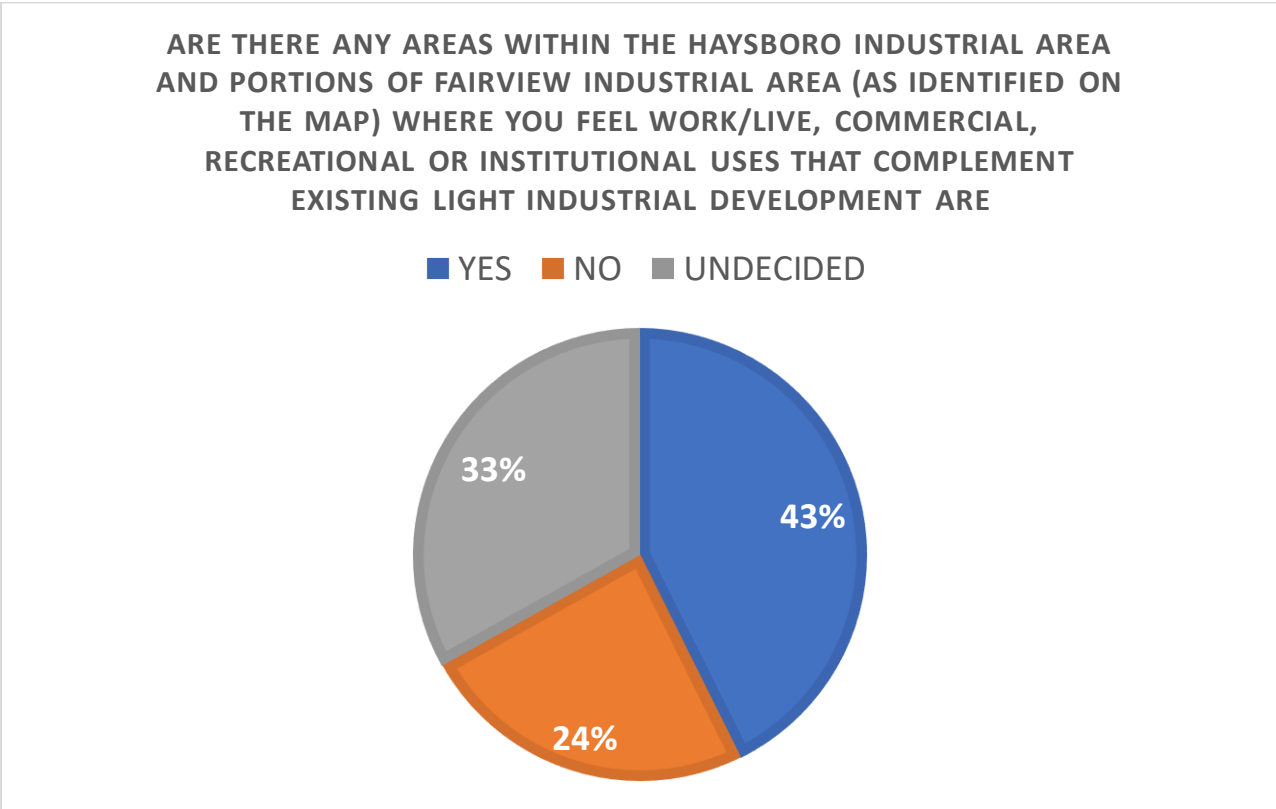
	<ul style="list-style-type: none"> <li>- <i>"I have no objections to 4+ storey development along MacLeod trail. I object to 4+ storey development along community corridors."</i></li> <li>- <i>"Keep R 1 communities R 1. People have paid premiums to live where they want. I don't want a fourplex next to just because somebody wants to make money on development. Hands of Chinook park. Not even community needs to have duplex's and four plexus on every street. Windsor park is a mess. R1 is one house on a lot. We can already walk to our shops. We don't need more traffic and parking. We paid a premium to live in Chinook Park. An awesome R 1 community. Lets keep it that way."</i></li> </ul>
<b>Citizens shared concerns when talking about 4+ storeys as proposed in the entire plan area.</b>	<p>When considering growth along corridors, citizens shared various 4+ storey concerns throughout the plan area as proposed.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Build up higher closer to downtown on elbow or build along macleod which is already oriented towards density."</i></li> <li>- <i>"I am unsure of what a 4 + story building is. Could that include a large apartment complex like the Londons?"</i></li> <li>- <i>"Once again I feel that 4 storeys is the highest that a building should be built. Parking becomes an issue and it becomes an eyesore."</i></li> <li>- <i>"4+ storey buildings significantly change the functioning of surrounding properties (i.e. blocked sunlight, privacy issues)..."</i></li> <li>- <i>"Uncertain of how 4 story dev't happens at Willow Park node as this currently is a high density condo devt (40+ years old)."</i></li> <li>- <i>"No high density blockhousing."</i></li> </ul>
<b>Citizens shared concerns about traffic safety and parking</b>	<p>Citizens cite traffic safety and parking concerns when considered 4+ storey growth as proposed along corridors.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"...Higher dev, given vehicular access along the alley is only from 75th Ave and 71st Ave, lends to speeding and congestion. The Glenmore Trail Land Use Study, should have been listed as 'City-Led Projects (past and current)', states under CI 4.3 -Guiding Principles: "Land uses must be supportable by the local road network".</i></li> <li>- <i>"I don't think large apartment buildings should be close to or across from schools and parks where higher density could increase crime and parking/ traffic issues."</i></li> <li>- <i>"Speaking for Fairview only. There is already quite a bit of high rise apartments and mid rise apartments. What is the reality is heavily parked on streets and filth in those black lanes from tipped over garbage cans. I would want to see</i></li> </ul>

	<p><i>smaller buildings built with appropriate amounts of parking and managed trash! Mixed use buildings would be great, commercial on bottom, residential on top. These buildings need to be planned and MAINTAINED.”</i></p> <ul style="list-style-type: none"> <li>- <i>“... Larger development here is more likely to cause congestion with exiting/entering traffic).”</i></li> </ul>
<p><b>Citizens share positive sentiment for 4+ storey growth along Macleod Trail</b></p>	<p>Citizens expressed positive sentiment with 4+ storey as proposed along the Macleod Trail S corridor.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>“Only Macleod trail is is appropriate.”</i></li> <li>- <i>Please leave elbow drive as is. Macleod trail is better built for traffic and density. It also has more services for walking for people in apartments.”</i></li> <li>- <i>“...Build up higher closer to downtown on elbow or build along macleod which is already oriented towards density.”</i></li> <li>- <i>I think there is a lot of opportunity to build condos on McLeod Trail to make that a more desirable live, work and shop area. There are many empty lots and run down buildings that could be better allocated towards a London Towers type development.”</i></li> <li>- <i>“Macleod Trail is where a we should develop, but leave pockets of what makes Calgary great just nearby. Overdeveloping these areas pushes families to suburbs and houses get bought by slumlords, we have seen it before.”</i></li> <li>- <i>“I have no objections to 4+ storey development along MacLeod trail. I object to 4+ storey development along community corridors..”</i></li> </ul>
<p><b>Citizens feel that of any type of 4+ storey growth is not appropriate along Elbow Dr.</b></p>	<p>When considering growth along corridors, citizens expressed that it was not appropriate for any type of proposed 4+ storey growth along Elbow Dr.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>“Please leave elbow drive as is.</i></li> <li>- <i>“Not along elbow. It would be okay to build under four storey at the nodes of elbow and heritage or elbow and southland; but please leave elbow alone. Elbow can’t handle more traffic and it’s very dangerous to cross the road already. Or make one whole lane a bike lane so cars use it less.”</i></li> <li>- <i>“I feel Elbow Drive already has many apartment buildings and this seems dense enough. It is also very residential and a large building will change the backyards of many who have houses on the other side.”</i></li> <li>- <i>“Along Elbow Dr anything over 3 stories would cast an immense shadow on the surrounding houses...”</i></li> </ul>

	<ul style="list-style-type: none"><li>- <i>"The 'community corridor' of Elbow Dr already brings heavy rush-hour traffic through residential areas twice a day. The non-rush traffic has increased steadily over the years. The level of traffic noise and dust from this traffic has increased dramatically. Promoting heavier use by adding more commercial and multi-residential development along the route would further exacerbate these problems, diminishing the value of existing residential properties."</i></li></ul>
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**Topic 1: Q3**

**Are there any areas within the Haysboro Industrial Area and portions of Fairview Industrial Area (as identified on the map) where you feel work/live, commercial, recreational, or institutional uses that complement existing light industrial development ARE appropriate?**



**Topic 1 – Question 3**

**If yes, please explain where and why. Please also share any other ideas about how we can ensure within these industrial areas integrates well into the surrounding areas.**

Theme:	Explanation and sample verbatim comments:
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<p><b>Citizens expressed positive sentiment for revitalization and growth in the Haysboro and Fairview Industrial area</b></p>	<p>Citizens expressed positive sentiment for revitalization and growth in the Haysboro and Fairview Industrial area</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Haysboro area (outlined in purple). This area is already extremely close to a high-traffic area (off of Southland Drive) and in need of re-envisioning/vibrancy.</i></li> <li>- <i>Horton Road has a lot of opportunity for all listed options. It is so junky and run down and there is so much opportunity to create a vibrant area close to the C train station..."</i></li> <li>- <i>"All opportunities to development of small businesses in any portion of the Industrial Areas should be explored. The small businesses, work/live options, etc. that are created must be Net Zero and add to the diversity of services/residential options that currently exist."</i></li> <li>- <i>"Haysboro is very close to MacLeod trail and would be great to have more shops etc , Fairview near Roof mart is appropriate area and somewhat established already"</i></li> <li>- <i>"All of the Fairview industrial area could be converted into some mixed use while still maintaining its "grit". Some condos with shops, breweries. It has potential to be like an "Inglewood Lite"</i></li> <li>- <i>This is the area where development should be focused, including residential. As mentioned it is lower than the surrounding area so buildings could be taller without destroying the existing communities. It is not on major road ways like McLeod or Elbow so increased pedestrian and bike paths is logical. A pedestrian walkway over or under Southland and Heritage Drives would be required. Required infrastructure could be routed along the tracks.</i></li> </ul>
<p><b>Citizens shared positive sentiment that 4+ storey growth is appropriate in this area.</b></p>	<p>Citizens shared positive sentiment that 4+ storey growth is appropriate in this area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"I think the existing commercial/ light industrial area can be developed for higher density to creatively integrate with residential neighbors. Developers should be held to a higher standard of sustainability &amp; investing back into the community. Designs need to be more inspiring. A dvlp should not be a cheap repetition the same CRU or residential design as per your precedent images. Our taxes shouldnt pay for their profit nor does this invest/make residents proud of their area."</i></li> <li>- <i>"These areas seem like logical areas for development. Adding density here would have less of a negative impact on the communities than developing 'community corridors'.</i></li> </ul>

	<ul style="list-style-type: none"> <li>- <i>"The industrial areas would be better suited for high density areas."</i></li> <li>- <i>"There could be multi-density homes (4+storeys) incorporated into this area, with green space for parks/walking areas, etc."</i></li> <li>- <i>"I live very near the fair view industrial area, it's currently not a particularly nice area"</i></li> <li>- <i>"I think it's an excellent idea to add more spaces such as breweries, cowork soaces, restaurants, and rec spaces here. It's a bit of a desert between Chinook and Fairview. Designated bike paths would be nice here too!"</i></li> <li>- <i>"Pretty open to this idea as some of the commercial space is in need of modernization (parallel to the train tracks in Haysboro is quite run down)."</i></li> </ul>
<b>Citizens feel that transit access should be prioritized in this area</b>	<p>Citizens expressed that prioritizing transit access should accompany the proposal for growth in the Haysboro and Fairview Industrial areas.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Ensure there's services that people can walk to and that the transit shows up on time."</i></li> <li>- <i>"Follow what cities like Vancouver have done where there's the ability to use accessible transit and walkability to get to needed services. Too many neighborhoods in Calgary are isolate with only access to big box stores. It's depressing."</i></li> <li>- <i>"This is a great idea to redevelop that area. the plan must include better transit options and frequency and improved safety on the system."</i></li> <li>- <i>A"ll of the Fairview light industrial area seems to be changing. Few actual "industrial" business remain - more like a series of strip malls of non-retail. Definitely gets quiet after 5pm, so could be better used with mixed use, and light residential. Close to LRT and Chinook and buses along Fairmont/Centre - would likely be desirable to folks for apartments. Could expand the boundary north of Glenmore along Fairmont Drive/Centre street to include a broader area of very similar usage as well. "</i></li> <li>- <i>"Horton road between road and ctrain is always in terrible condition and needs something to clean it up and made useful."</i></li> </ul>

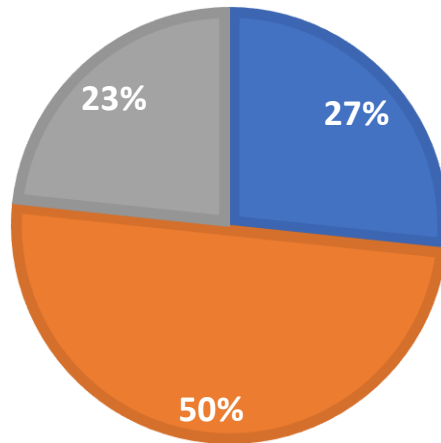
<p><b>Citizens cite traffic, safety, crime and parking concerns in these industrial areas</b></p>	<p>Citizens cite traffic safety and parking concerns when looking at growth in the Haysboro and Fairview Industrial areas</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Follow what cities like Vancouver have done where there's the ability to use accessible transit and walkability to get to needed services. Too many neighborhoods in Calgary are isolate with only access to big box stores. It's depressing.</i></li> <li>- <i>"Fix the roads.. We ar going to see more traffic , increase in crime and roads that are already in awful get worse. Stop putting in traffic slowing measures they frustrate drives and actually cause ppl to drive faster.</i></li> <li>- <i>"In order for that place to feel more livable we need pedestrian friendly infrastructure. Side walks and bike lanes. While the examples you provided look lovely, if parking and street infrastructure doesn't support living in the area it will be not a positive place to live, work or play."</i></li> <li>- <i>"I see these areas as attracting more crime, drug use."</i></li> <li>- <i>"Needs to be some recalculation on parking needs for some of those commercial areas- very empty &amp; large spaces, dirty, and unappealing aestetically"</i></li> <li>- <i>"...Included in this should be the revamp of that C train station to be safer for those in the community to use."</i></li> </ul>
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## Topic 2: Q1

**Do you think the direction outlined (above) will help ensure growth and development integrates well into the community?**

**DO YOU THINK THE DIRECTION OUTLINED WILL HELP  
ENSURE GROWTH AND DEVELOPMENT INTEGRATES WELL  
INTO THE COMMUNITY**

■ YES ■ NO ■ UNDECIDED



**Topic 2 – Question 1: Please explain why and share any other ideas about how we can ensure growth and development integrates well into the Heritage Communities area.**

Theme:	Explanation and sample verbatim comments:
<b>Citizens value revitalization and the need to adhere to appropriate and balanced growth in the entire plan area</b>	<p>Citizens expressed that they value revitalization and the need to adhere to appropriate and balanced growth in the entire plan area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- "I note all improvements in the plan are in lower income areas. How about "improving" eagle ridge and adding some higher density near the reservoir. It looks to me like nothing is planned west of 14th st."</li> <li>- "... I think multi story developments are good for the community, I would like if they would be required to include green space and mix use especially retail components."</li> <li>- "With most of the heritage area zoned R1 the population has decreased over time. Higher density development is needed to ensure our local businesses are supported."</li> <li>- "The direction appears to align with the '15 Minute Cities' concept that I highly support."</li> <li>- "The city requires Macleod to be a thoroughfare, so it should not be a frontage. Those are opposing requirements. Make side streets the frontage, where traffic is slow and friendly to pedestrians. The same is also true of Elbow Dr, the frontage</li> </ul>



	<p><i>should be on side streets. Such as how Anytime Fitness is off Havenhurst Crescent. The traffic at Havenhurst is much better than at Shoppers on 75th. The side street access for Shoppers is too short to adequately handle the traffic.</i></p>
<p><b>Citizens expressed concerns to preserve and maintain community character</b></p>	<p>Citizens shared concerns and desire to maintain the community character in the plan area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"While the transit corridors is a good idea, bike trail, walking trails as well but i hope it does not ruin the beautiful communities already established.</i></li> <li>- <i>"I think the majority of it does however I think to respect the vernacular of the neighbourhood, it's important to understand why people love their neighbourhood."</i></li> <li>- <i>"Allowing row, duplex etc changes the character of the community and is unacceptable."</i></li> <li>- <i>"No mention how we would sell off/subdivide a home that has a 2nd one added on it. Could ruin my home. Dont like change to already established beautiful residential areas."</i></li> <li>- <i>"Growth should not have a deleterious impact on established communities by overloading residential roads or commercial facilities used by residents."</i></li> <li>- <i>"In my mind growth should not have a negative impact on an area that is well established"</i></li> <li>- <i>"We already live in a wonderful neighbourhood. Don't screw it up"</i></li> </ul>
<p><b>Citizens shared that emphasis should be put on safe pedestrian accessible and cycling connectivity in the plan area</b></p>	<p>Citizens shared that they would like to see an emphasis put on safe pedestrian, accessible and cycling connectivity throughout the plan area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"... I mostly ride my bike. There are lots of areas where the paths are not consistent and contiguous! (Specifically the area connecting heritage to the river path) this makes riding confusing and occasionally unsafe</i></li> <li>- <i>"... It is getting to be a serious problem in the area and it is not safe as of now for a pedestrian experience."</i></li> <li>- <i>"... N-S pedestrian and cycling connections are just as important as E-W. Great corridor opportunities exist along LRT line and 14 St that are currently chopped up or only for the brave... limiting effectiveness. Previous LRT station expansions have been spotty in consideration for pedestrians (i.e. Haysboro bridge is great. But the old narrow crossing at Anderson was left as "good enough", and at Southland pedestrian refuges and connections to roadways are laughable."</i></li> </ul>

	<ul style="list-style-type: none"> <li>- <i>"I am so glad to see a focus on East-West connectivity! It is a running joke in my social circle that we can go anywhere, as long as we don't have to cross Macleod. I am also very excited to see a focus on developing the transit hubs. There is so much potential to create interesting places surrounding the C-Train stations."</i></li> <li>- <i>"I think 75th avenue west of elbow drive is wide enough to have a bike lane and still have street parking."</i></li> </ul>
<b>Citizens cite traffic, safety, crime and parking concerns in the plan area</b>	<p>Citizens cite traffic safety and parking concerns when looking at growth in the entire plan area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"I unfortunately still think we need to plan for parking. Calgary transit is anything but "consistent". Yes, I want more parks, bike lanes, activation AND consideration for wildlife."</i></li> <li>- <i>"...As long as parking and in out access is thought out. The parking lot at the building on the corner of South landed elbow with the 711- is not intuitive or easy- needs more flow."</i></li> <li>- <i>"cars will still need to be accommodated even though opportunities to cycle and walk are desirable."</i></li> <li>- <i>"Increased traffic, increased noise. Change in structure of neighbourhood."</i></li> <li>- <i>"It will put more cars on road as well. They have to go shopping &amp; other places not available on transit"</i></li> <li>- <i>"Before we go ahead with any four story BLD's we need to have parking for owners, renters, and visitors- would like to see parking maps before approval of BLDG's"</i></li> </ul>
<b>Citizens expressed concern over how proposed growth will impact future property values</b>	<p>Citizens expressed concern over how proposed growth will impact future property values.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"....I fear my house will lose value. This is our retirement."</i></li> <li>- <i>"Families paid a premium in order to purchase a home in RC-1 districts, together with additional taxes each year. Why should their quality of life, privacy, loss of sunlight, setback/height restrictions, etc. be impacted in order to accommodate this increased density, together with associated traffic/parking issues? Who is going to compensate for the loss in property values adjacent to this development?"</i></li> <li>- <i>"It will bring down the value of our houses.and will become a eyesore,to the neighborhood"</i></li> <li>- <i>"In good faith, homeowners paid a higher premium to live in R1 areas; both in the initial price of their homes and their annual taxes. Their quality of life will be destroyed with high density buildings. There will be significant loss of privacy,</i></li> </ul>

	<i>sunlight, canopy growth and green space. Homes will also devalue in price."</i>
<b>Citizens identified on investment opportunities within plan area</b>	<p>Citizens feel that the Heritage Communities plan area would benefit from more investment opportunities.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>".... It's important to add density in areas where traffic and services work well, so Macleod trail is excellent and badly needs to be revitalized. I wish the city would focus its efforts there and it's hideous and such an integral part of the city. It would make sense to have it more desirable to live along there."</i></li> <li>- <i>"Include more benches along the way. Seniors like to get out and walk but need to rest along the way.....as I am sure others do also. It is all about aging in place."</i></li> <li>- <i>"If we can actually get the character of the neighborhood protected or dare we say enhanced more would be on board. Calgary is an ugly city, with Billions poured into the city over the years vision was really lacking. What is our legacy? Certainly nothing to do with poets Lauriat or birds. Let's do better."</i></li> <li>- <i>"We need to beautify the area and add more greenspace, more bike friendly."</i></li> <li>- <i>"What we need are services to enhance vibrancy and community like small businesses, a library, and a homeless shelter not more big condo buildings, which usually aren't good for families."</i></li> </ul>

## What did we do with the input received?

This input was used to update the concepts presented to the public for Phase 3: REFINE. We encourage you to review the Phase 2 What we Did report to understand how feedback collected in Phase 2 helped to inform the concepts in the draft local area plan in Phase 3 that The City is looking for feedback on from June 6-June 30, 2022. You can also mail in your feedback until July 14, 2022.

## Project next steps

We will be back in the community from June 6-30, 2022, for Phase 3: REFINE. This phase will include multiple engagement opportunities including in-person, mail-in and online engagement, to review and further refine the concepts in the draft local area plan for the Heritage Communities. Please pick up the engagement booklet to review and provide feedback, participate in and online Q&A session with the team, or attend the public open house on June 16, 2022, at the Acadia Recreational Complex from 6-8:30 p.m.

All details for these events, how to register, and information about where and how engagement booklets can be found (landing in your mail boxes, available to be picked up at Idea Stations, and a downloadable version) are available online through our project website.

To stay up-to-date on project details and future engagement opportunities please visit [engage.calgary.ca/heritage](https://engage.calgary.ca/heritage) and sign-up for email updates.

## Appendix 1: Phase 2 - Working Group Summary of Session Feedback

Below is the summary of the Phase 2 discussions we have had with the Heritage Communities Working Group. We held 3 working group sessions from February-April 2022.

### Heritage Working Group Session 7: February 15, 2022 – Summary

#### Theme 1: Macleod Trail S and Community Corridors

The theme of supporting redevelopment along Macleod Trail S and Community Corridors emphasizes opportunities to accommodate new homes and businesses along these key routes. When thinking about the questions below, consider the different contexts of these areas.

Areas where moderate and larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map that was shared in the session.



**Question 1** What do you feel are the benefits of supporting redevelopment for this theme (along Macleod Trail S and Community Corridors)?

Summary of Input:

Working Group members felt that redevelopment would support efforts to revitalize local businesses and update old and underutilized retail areas along the Macleod Trail and the community corridors. They also felt that increasing the population along the corridors would improve public transit and make existing amenities and schools more viable. A few also pointed out that development along corridors might reduce pressure to add more residences within older communities.

**Question 2** What are the challenges with supporting redevelopment do you see for this theme (along Macleod Trail S and Community Corridors)?

Summary of Input:

Working Group members pointed out that some existing infrastructure, like utilities and roads, is too old to support new construction without expensive upgrades. There were specific concerns about using wells to manage stormwater instead of the usual water utilities. They were also concerned the only way for cars and people to get in and out of a proposed development area on Elbow Drive was an alley.

**Question 3** Can you identify any Community Corridors that should be added to this map? (i.e., did we miss anything?) why?

Specific suggestions for community corridors that should be added to the map were:

- East-west along Heritage down into Deerfoot Meadows
- North end of Kingsland on Glenmore Trail and 4a, the Phil's site and City owned site (Elbow and Glenmore) and the site that is west of Jack Carter, for better connection on the north side of Kingsland
- River to reservoir route with a way for bikes to cross McLeod and train tracks

**Question 4** Are there any areas along Macleod Trail S or the Community Corridors that should be reconsidered? Why?

Specific suggestions for areas and corridors that should be reconsidered were:

- The single-storey retail strip at 7640 Fairmount Dr SE (at the corner of intersection with Farrell Rd SE where there is a bowling alley) could be retail with 2 residential storeys above the retail

- The single-storey retail strip at 7204 Fairmount Dr SE (the corner of Fairmount Dr SE and Franklin Dr SE across from Cravings Restaurant) could have additional storeys
- Transit hub area at Heritage Dr SE and Fairmount Dr SE area could have taller buildings
- The blocks along Acadia Dr SE from Southland Dr SE south to Willow Park Drive/ Willow Ridge CA should stay 1-2 storey residential
- Build density on green space at the NW corner of Heritage LTR and MacLeod Trail SE (between Macleod Trail and the LRT tracks)
- Building height along Elbow Drive should be less than 6 storeys

**Question 5** Thinking about the context of these areas, what height of redevelopment (i.e., 4, 6, 12 storeys?) do you feel is appropriate for this theme? Why? Feel free to provide specific direction on what scales are appropriate where.

#### Summary of General Comments:

- Ensure building heights don't create wind tunnels or excessive shadowing over the street
- Allow green space between buildings
- When building adjacent to low density residential, have the heights gradually increase/decrease for a smoother transition

#### Specific suggestions for development height were:

- Community corridors: maximum of 6 storeys
- Within 400 m walk of all BRT/LRT stations: responses ranged from 20 storeys to as high as the market demands. The reasons given that 20 or more storeys would be appropriate in these areas were to create an increase in transit ridership and to protect watersheds near the stations
- Macleod Trail: responses varied from 6-12 storeys. The reasons taller buildings would be appropriate here were that they would not be out of place amongst existing high-rises, and that reducing the number of 1-2 storey strips would allow long stretches of paved parking to be replaced with green spaces between buildings
- East side of Bonaventure Drive in Willow Park: maximum of 4 storeys would be appropriate where the rest of the buildings are 1-2 storey houses and low rises
- Fairview: 3-4 storeys would be appropriate on nodes, but 1-2 storeys would be more appropriate where the corridors are all 1-2 storey houses
- Elbow Drive: no higher than 3-4 storeys, make it a tree-lined pedestrian corridor

**Question 6** What would make redevelopment along Macleod Trail S and Community Corridors successful? Think about uses, design elements, and mobility options, etc.

Specific suggestions to make redevelopment successful were:

- Walkability: wide sidewalks, no barriers to people with mobility issues/ wheelchairs, etc., lighting, safe crossings/bridges, connectivity
- Green spaces with murals/public art, clear sightlines, and that are open to everyone
- Density bonus/development requirements to ensure appropriate landscaping or contributions to green space or other community improvements are completed
- Design that considers the comfort of both pedestrians and drivers: one example was timed left-turn lights



## Theme 2: Transit Station Areas and Neighbourhood Activity Centres (Nodes)

The theme of supporting redevelopment in Transit Station Areas and Neighbourhood Activity Centres (Nodes) emphasizes opportunities to accommodate new homes and businesses in these key locations. Heritage, Southland and Anderson LRT Stations and Neighbourhood Activity Centres (located along the proposed Community Corridors) are envisioned as areas for growth and redevelopment. When thinking about the questions below, consider the different contexts of these areas.



Areas where moderate and larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map that was shared in the session.

### Question 1 What do you feel are the benefits of supporting redevelopment in this theme?

#### Summary of Input:

Working Group members felt that redevelopment would be improve safety, walkability, and the attractiveness of the community which in turn would increase opportunities for local businesses. Several felt that it would make it more affordable to live and work in the area.

### Question 2 What are the challenges with supporting redevelopment for this theme?

#### Summary of Input:

Some Working Group members were concerned about increased road traffic and accidents, as well as having enough parking in the community nodes. Several had concerns about crime that they felt redevelopment should address, for example, by increasing the number of “eyes on the street”. One was concerned that there aren’t enough people who want to live without a car and that transit service should be better first.

**Question 3** Can you identify any additional Neighbourhood Activity Centres that should be added to this map? (i.e., did we miss anything?)

Specific suggestions for nodes that should be added were:

- Deerfoot Meadows: mixed use residential
- Blackfoot Trail: mixed use residential
- Glenmore and 75 Ave SW: should be a node, there is a proposal for a 50-storey development there

**Question 4** Do you feel any areas shown should be reconsidered? Why?

Specific suggestions for areas on the map that should be reconsidered were:

- Maple Ridge golf course: the property should have more uses outside golf season, add amenities to compete with lake communities
- East of Blackfoot Trail towards Southland Drive: make this an activity space
- Glenmore Trail and Macleod Trail by Chinook Mall: consider opportunities for these areas
- Heritage LRT node/Kingsland CA and off leash area: protect the green space here

**Question 5** Thinking about the context of these areas what height of redevelopment (i.e., 4, 6, 12 storeys?) do you feel is appropriate for this theme? Why? Feel free to provide specific direction on what scales are appropriate where.

Summary of General Comments:

- Maximum of 4 storeys would be appropriate where the rest are 1-2 storey houses and low rises
- When building adjacent to low density residential, have the heights gradually increase/decrease for a smoother transition

Specific suggestions for development height were:

- LRT station: 12+ storeys would be appropriate but include noise reducing structures
- Nodes along Elbow DR SW: 6-storey development like in Britannia would be appropriate here
- Existing strip malls: redevelop these into 6-storey buildings

**Question 6** What would make redevelopment in this theme (Transit Station Areas and Neighbourhood Activity Centres) successful? Think about uses, design elements, and mobility options, etc.

Specific suggestions to make redevelopment successful were:

- Include multi-use facilities with community amenities, develop the recreational spaces so people will spend time relaxing there
- It should make the areas more attractive, aesthetically pleasing
- Include mixed use residential/commercial with businesses at street level and residential on upper storeys
- Prioritize more active modes of travel and physical accessibility in the design

### Theme 3: Industrial Areas

The theme of supporting the evolution of portions of the unique Fairview and Haysboro Industrial Areas emphasizes opportunities to accommodate few and complementary non-industrial redevelopment. When thinking about the questions below, consider the different contexts and opportunities of these areas.



Areas where limited and complementary non-industrial redevelopment would be considered in this theme are shown in the map provided in the session.

**Question 1** What do you feel are the benefits of supporting a few and complementary non-industrial uses in these unique industrial areas?

Summary of Input:

Working Group members felt that non-industrial redevelopment could make the area a popular destination for shopping and recreation and make the area more active in the evening. They felt that would support existing business as well as new opportunities with some unique spaces to attract small business, start-ups, and live/work arrangements.

**Question 2** What are the challenges with supporting non-industrial uses in these areas?

Summary of Input:

Working Group members were concerned that people would not want to be close to industrial businesses, citing examples like site contamination, dirt, odor, and aesthetics. Issues like walkability, safety, lighting, and isolation and having few eyes on the street were also seen as significant challenges that would have to be addressed.

**Question 3** Thinking about the context of these areas what specific non-industrial uses (i.e., 4, 6, 12 storeys?) do you feel are appropriate?

Suggestions for non-industrial uses were:

- Creative industries, like art studios, live/work spaces
- Existing paved surfaces would be appropriate for outdoor activities like farmers' markets, skate parks or climbing gyms
- Taller buildings that are mixed use with residential would be appropriate if there are related services to support the new uses
- 8-12 storey residential would be appropriate if there is good access to LRT, core amenities and an engaging public realm
- Building height should blend in with existing buildings and have transitions where they are adjacent to low density residential

**Question 4** What would make redevelopment in these unique industrial areas successful? Think about uses, design elements, and mobility options, etc.

Specific suggestions to make redevelopment of industrial areas successful were:

- Walkability: more sidewalks, lighting, and connections for pedestrians to get to adjacent communities
- Wheeling: lanes and paths for cycling, connections to cycling routes coming into and out of the industrial areas
- Less of an industrial appearance: landscaping, murals to make the area more aesthetically pleasing
- Activities that draw people to the area in the evening, like bars and restaurants, classes

## Heritage Working Group Session 8, March 15, 2022 - Summary

### Small Scale Housing Discussion

At this session, working group members were presented with five different small-scale housing options, and asked to discuss the benefits and challenges of each. The summary of feedback from the session is below.

#### 1. Semi-detached dwelling with a secondary suite

B and G have lived in their semi-detached home for nearly 15 years. They decided to move more inner city once their children had moved out (and started having children of their own) and chose a relatively new (at the time) semi-detached dwelling, as neither of them wanted to deal with the headaches of renovation that living in an older home might bring. However, in the last few years, B has developed a worsening health condition and now requires full time care. They love their home and don't want to leave. Luckily they have found a full time caregiver, but the caregiver would require their own living space. G has learned that they can build a suite above their rear garage for the caregiver, but would require a rezoning application to do so. G is nervous their neighbours might object.

Typical Semi-detached dwelling:



Typical Backyard suite:



#### 1. What benefits and challenges does the proposed development bring for:

##### Summary of Input:

##### New residents in the proposed development:

##### Benefits:

- Ability to age in place within a community in which they have relationships and are familiar with
- The caregiver would have no commute
- A diverse housing option in the community

Challenges:

- None identified

**Adjacent residents to the proposed development:**

Benefits:

- The addition of new neighbors to the community is positive
- Community association involvement and support of these types of developments is vital to ensure that resident opposition can be mitigated
- This type of development has minimal impact on area parking
- Would be beneficial to have a policy that allows backyard suites for those who choose to age in place

Challenges:

- Potentially more noise within the community
- Shading concerns for adjacent residents
- Loss of privacy

**Existing residents in the wider community:**

Benefits:

- An increase in population helps create more stability for local businesses and schools
- This type of development is ideal for multi-generational living arrangements
- This type of development may be more affordable for buyers

Challenges:

- None identified

**Local businesses and services in the community (for example, schools).**

Benefits:

- A more diverse population may lead to more options for services in the area
- Activation of more local businesses
- Wider variety of residents means community amenities are better used

Challenges:

- None identified

2. Given the benefits and challenges listed in question 1, how could these types of developments be better integrated to fit into communities?

**Summary of Input:**

- Educate current residents about the benefits for this type of development
- Ensure that the footprint of the development still allows for adequate outdoor amenity space
- Mitigate parking issues with zoned street parking and a limited number of permits

- Introduce a parking policy that requires parking be provided through the alley to ease challenges with crowded on-street parking
- Suite designs that mitigate noise
- Ensure that the appropriate infrastructure is in place (transit, pedestrian, bike)
- Policy in place to allow for secondary suites without the requirement of land use re-designation



## 2. New corner rowhouse (with secondary suites)

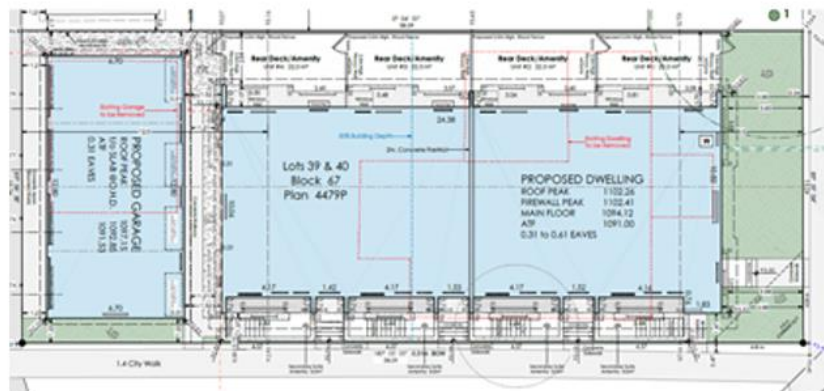
K and C have lived in their neighbourhood for over 20 years. Over the years, and more so recently, they have welcomed a lot of new people into their communities and had to say goodbye to many friends who have moved away as their lives changed and they sought suitable housing options elsewhere. Each week K and C meet residents of the neighbourhood at their local grocery store, and often briefly discuss happenings in their communities. Lately there has been a lot of discussion about a lack of services, and the fears of losing long standing services and facilities. Many residents share frustration about how their communities seem to be growing larger (based on new development), but services and quality of life seem to be declining.

Some people wonder if new development and the increased number of people in the neighbourhood are causing the decline in quality and point to a 4 unit Rowhouse development with secondary suites that is proposed across the street from a local facility that is rumored to be closing. K and C are upset that the family who lived in the 50 year old bungalow is leaving and the beautiful home they knew is being demolished. K and C also wonder how the new rowhouse, associated residents and new vehicles will impact the safety of their neighborhood streets and community facilities.

Rendering:



Site Plan:



**1. What benefits and challenges does the proposed development bring for:**

**Summary of Input:**

**New residents in the proposed development:**

Benefits:

- Low maintenance living, new buildings are more energy efficient
- Diverse, more affordable housing option in the neighborhood
- Rental income opportunity for secondary suites
- Proximity to local amenity – more people in the neighborhood may prevent the closure of the facility

Challenges:

- Discrimination or non-inclusion in a primarily single-family neighborhood
- Limited outdoor amenity space

**Adjacent residents to the proposed development:**

Benefits:

- Integrating this type of low-density development into the neighborhood helps address urban sprawl and is a smarter way to grow our city

Challenges:

- On-street parking concerns
- Development proposals should have to include off-street parking option
- Loss of neighboring green space/established tree canopy
- Potential shading concerns for adjacent neighbors
- Appropriate utility infrastructure needs to be in place prior to development
- Concerns with water run-off due to less green space to absorb H2O

**Existing residents in the wider community:**

Benefits:

- An increase in density should increase services long term
- Education is required to highlight the benefits of this type of development to the wider community

Challenges:

- Potential to increase in traffic in the community

**Local businesses and services in the community (for example, schools).**

Benefits:

- An increase in population helps keep businesses and services in the area
- Families with children helps keep schools open in the area

Challenges:

- None identified

2. Given the benefits and challenges listed in question 1, how could these types of developments be better integrated to fit into communities?

**Summary of Input:**

- Increased density should be accompanied by increased investment in alternative transportation infrastructure (transit, bike, pedestrian)
- Policy to tie investment in community services and infrastructure to density
- Require development plans to protect trees of a certain size
- More education for community members to understand the benefits of these types of developments and how sites are chosen

### 3. Mid-block street facing rowhouse

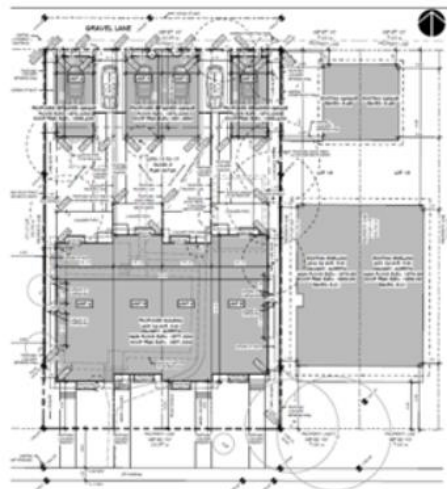
T and J are mid-age successful professionals who are moving to Calgary for work and they are looking for a new home. They have a 14 year old son, M, who will be going to a Junior High School and a 3 year old small dog. They are well into the environmentally friendly and sustainable way of life, so access to services within walking distance is key. They want a 2 to 3 bedroom home with a small footprint, a small yard and one car garage, in a location that provides the opportunity to live in a diverse and vibrant area within walking distance from the BRT line or LRT line that would take them to downtown Calgary, M's future school, park and shops.

They have seen a few rowhouse developments that meet their space and their budget, yet are still looking for a location that meets their needs. Their friends just told them that a new mid-block rowhouse development is being proposed in their neighbourhood on a site near a LRT Station, a school and shopping area. They are very excited about that proposal as it meets their space, budget and location needs and it close to their friends' home. They are hoping that the community supports the development so they can close the deal once construction starts.

Rendering:



Site Plan:



**1. What benefits and challenges does the proposed development bring for:**

**Summary of Input:**

**New residents in the proposed development:**

Benefits:

- Access to LRT reduces pressure to own multiple vehicles = cost savings
- Commuting a shorter distance is good for family, mental, and physical health
- Close to amenities

Challenges:

- None identified

**Adjacent residents to the proposed development:**

Benefits:

- Potential increase in property values (desirable place to live)
- Built form of this type of development fits well with existing low-density developments in the neighborhood
- Excellent proximity to transit and local amenities
- Building set-back seems to be aligned with neighboring property and green space is maintained
- Population diversity with new neighbors

Challenges:

- Parking concerns – more cars = busier/louder
- Adjacent residents' ability to accept change
- Appropriate utility infrastructure needs to be in place prior to development
- Concerns with water run-off due to less green space to absorb H<sub>2</sub>O
- Shading/light concerns with adjacent properties

**Existing residents in the wider community:**

Benefits:

- Increased diversity in residents may result in increased diversity of services
- This type of development works well in close proximity to LRT or BRT
- More housing diversity for the community

Challenges:

- Preference for this type of development to be located on a corner or busier corridor rather than mid-block
- Community members may be concerned that this type of development sets a precedence for development in the community

**Local businesses and services in the community (for example, schools).**

Benefits:

- More residents = more clients, customers, and programming

Challenges:

- None identified

2. Given the benefits and challenges listed in question 1, how could these types of developments be better integrated to fit into communities?

**Summary of Input:**

- Engagement with community members should be mandatory so the community can be part of the planning process
- Educating community members that this scale of development can be designed to ensure sensitivity with neighboring properties
- This type of development would work on hills (staggered to follow the slope)
- Ensure good transit access
- Ensure that the design fits with the existing homes in the neighborhood
- Owners of lots adjacent to a development such as this should be consulted and/or compensated – as this is a major change to how they may use their property
- Better education to community members on the benefits of this type of development and how sites are chosen



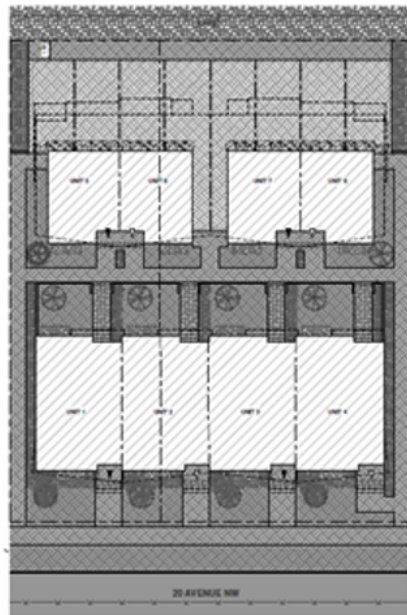
#### 4. Courtyard-style rowhouse

M and K live in a relatively new semi-detached home in an inner city community with their two young children. Recently, a developer has purchased the two older bungalows adjacent to their home and is proposing a courtyard-style rowhouse. The proposal is for 8 units over the two lots: 4 in a building in the front, 4 in a building in the back with a courtyard separating the two buildings. The building in the front is only 2 storeys, but the building in the back is proposed to be 3 storeys. The proposed units are relatively affordable and M and K are hoping some of the new families will have small children, like theirs. While both are supportive of more attainable housing in their community, and welcome new neighbours, they are concerned about shadowing and privacy for their backyard, which they use a lot from late spring to early fall.

Front elevation:



Site Plan:



**1. What benefits and challenges does the proposed development bring for:**

**Summary of Input:**

**New residents in the proposed development:**

Benefits:

- Common amenity space may be a better solution to achieving a sense of community with neighbors
- Courtyard brings an opportunity to maximize the size of indoor space
- A more affordable housing option in an established neighborhood

Challenges:

- Loss of light is a concern for taller/denser developments
- Potential noise concerns in this type of development due to proximity to neighbors

**Adjacent residents to the proposed development:**

Benefits:

- Courtyard encourages interaction with neighbors
- Eight homes located on one parcel is far more efficient than building these new properties in a new community, wasting land

Challenges:

- Parking concerns – where are the garages or parking pads? Where do guests park?
- Concerns with water run-off due to less green space to absorb H<sub>2</sub>O
- This type proposal is more suitable on Acadia/Bonaventure vs in the middle of a neighborhood

**Existing residents in the wider community:**

Benefits:

- Higher density equals increased services and programs
- diverse housing types would add variety to the demographics of the neighborhood through varied price points and floor plan options

Challenges:

- Can current infrastructure accommodate this type of development?

**Local businesses and services in the community (for example, schools).**

Benefits:

- Local businesses and services will benefit from increase in occupants
- Increase in population means potentially more children to attend local schools
- Wider variety of residents equals greater opportunity for more sustainable local businesses

Challenges:

- None identified



2. Given the benefits and challenges listed in question 1, how could these types of developments be better integrated to fit into communities?

**Summary of Input:**

- Development proposals without garages should be within close proximity to transit
- Designs should integrate well with existing architecture styles
- Less windows/balconies facing backyards, and more facing into the courtyard and roadway
- This is a great type of development along commercial/mixed use transition and park areas – it is challenging in other places
- Encourage landscaped screening to increase privacy
- Ensure that the overall community has adequate green space
- More education to community members on bylaw requirements regarding parking, landscaping, building set-backs, and heights of these types of projects may result in smoother approval process.

*5. Mid-block townhouse (quadplex or fourplex)*

D is a small business owner who runs a local café on the corner of a neighborhood main street and a residential avenue in an established community. Many of the residents have been in the area for years and are loyal customers of the café. D enjoys chatting with the regulars, at the same time, the past couple years have been challenging for business with decreased revenue and increasing costs. Recently, D saw a notice posted just a few properties away from the café on the residential avenue. The notice indicated that a developer had applied for a land use redesignation and development permit for a new mid-block townhouse with 4 units. D is excited about redevelopment in the area and hopes that more people moving into the community will be good for business.

Front elevation:



Aerial Photo (building on the right):



1. What benefits and challenges does the proposed development bring for:

## **Summary of Input:**

### **New residents in the proposed development:**

#### Benefits:

- Good access to amenities
- Affordability. The ability to live in an established community near a main street for less than neighboring properties

#### Challenges:

- None identified

### **Adjacent residents to the proposed development:**

#### Benefits:

- An opportunity for the development to incorporate high-level windows to allow light while maintaining privacy with neighbors
- Ability to incorporate trees into the front yards

#### Challenges:

- Loss of privacy on adjacent properties
- Development approval concerns - Ensure that residents have input into the design of the development as it is being considered for approval and not after the approval

### **Existing residents in the wider community:**

#### Benefits:

- Opportunity to live in a lower maintenance home in your own neighborhood in the future
- Improved vibrancy of the main street
- More population equals more local businesses and services being available

#### Challenges:

- None identified

### **Local businesses and services in the community (for example, schools).**

#### Benefits:

- Affordable accommodation for local business employees
- An increase in potential customers, particularly those on foot is better for small scale businesses
- Potentially more children to attend local schools

#### Challenges:

- None identified

2. Given the benefits and challenges listed in question 1, how could these types of developments be better integrated to fit into communities?

**Summary of Input:**

- New policy should be created to address privacy, shading, and lighting concerns for this type of development
- More education for current community members on equitable approaches to development for future community members who cannot afford single family homes
- Development plan should include minimum requirements for green space, saving existing trees, parking considerations, architectural look/feel (to fit with existing community)
- Perhaps developed volume should be part of a zoning or area plan – larger developments should include more extensive consultation
- Ensure the development takes into consideration privacy
- Needs to be accessible to transit
- Cycling and walking infrastructure need to be in place
- More community education about the benefits of these types of developments as well as how sites are selected and the bylaws regarding building setbacks, height, and parking

## Heritage Working Group Session 9, April 7, 2022 - Summary

### Refining the Plan

At this session, working group members participated in a discussion about opportunities and barriers for growth, and small-scale housing approaches and implementation. The summary of feedback from the session is below.

#### 1. Opportunities and barriers for growth – Heritage Drive S. east/west connector

Heritage Drive S. is an important east/west connection that could accommodate growth and change. It has a different context than Community Corridors due to its unique configuration.

##### A. What barriers to growth along Heritage Drive S. exist?

###### Summary of Input:

- Currently the street is traffic oriented which is unappealing for walking and development
- Currently residential housing faces Heritage Dr. Growth may increase noise thus making it less desirable for families
- Barrier for pedestrian traffic exists at MacLeod Tr.
- Lacking safe pedestrian crossings
- Narrow sidewalks make walking in the area feel unsafe

##### B. What policies could address these barriers, and what specific elements are needed to enhance Heritage Drive S. as an east/west connection?

###### Summary of Input:

- Implementation of safe walking and wheeling infrastructure
- A focus on beautification and maintenance of the foliage and trees on boulevards
- Mixed-use commercial /residential buildings as a sound barrier and transition to lower density areas
- Implementation of sound attenuation for existing Heritage Drive residents
- Public realm improvements, including public art

##### C. What barriers and opportunities for growth along other east/west connectors or community corridors exist?

###### Summary of Input:

- Southland Drive faces similar challenges particularly between MacLeod Tr. and Elbow Dr.
- All east/west corridors need enhanced pedestrian infrastructure

#### 2. Small-scale housing forms – Approaches and implementation

In working group session 8, we discussed various small-scale housing forms and the benefits and challenges each presents. Now that we have a better understanding of some of the

different housing forms and their benefits and challenges, we want to explore together how we should implement these options in the Heritage Local Area Plan.

### **A. Universal Form – Broad brush**

Small scale housing forms could be applied across all areas intended for this type of growth. All small-scale housing forms would typically be considered the standard allowed throughout the entire plan area.

What are the impacts of applying this approach in the Heritage Communities?
<p><b>Summary of Input:</b></p> <ul style="list-style-type: none"><li>• Community resistance and wariness of blanket policy</li><li>• This option is the least supported by working group members</li><li>• Growth needs to be efficient and happen where it makes sense</li><li>• Lack of specificity does not allow for the individual nature and context for different developments</li><li>• Row houses and front and back townhouses should not be included under broad brush</li><li>• No certainty for landowners regarding what their neighbors can do</li><li>• Some building forms do not fit into all areas of the community</li><li>• Universal approach would allow for re-designation across all the Heritage communities, which is not thoughtful</li><li>• An overview/big picture of how development applications change the community needs to be addressed as part of the approval process</li></ul>

### **B. Locational Criteria – Site characteristics**

Certain housing forms can vary based on locational criteria (street type, presence of lanes, adjacency to transit/parks/etc., location on a block- i.e. corners). This could allow (or restrict) certain housing forms, beyond those identified in the universal approach, in locations that meet certain criteria.

What are the impacts of applying this approach in the Heritage Communities?
<p><b>Summary of Input:</b></p> <ul style="list-style-type: none"><li>• Allows for more varied density in different areas of the community</li><li>• The locational approach is preferred over the universal approach</li><li>• Locational criteria takes the long-term vision of the community into consideration</li><li>• Rowhouses and front/back townhomes are great options along collector roads</li><li>• This option supports leveraging transit locations so that development can happen without requiring as much parking</li><li>• This is an ok starting point but still does not accommodate the specific characteristics of a community</li><li>• A good option for the Heritage Communities as there are many different types of areas that could support the different types of small-scale housing</li><li>• Ensure that other factors overlay a lane presence in order to avoid unintended consequences that result in a universal approach</li></ul>

- A universal site criteria regarding development near BRT locations may not be appropriate – all BRT stops are not created equal

### **C. Area Based – Using Urban Form categories or other map-based tools**

Urban Form categories and various tools such as Special Policy Areas modifier could be used to provide guidance on where various small-scale housing forms could be supported in large areas. This could allow the plan to provide some map-based approaches to allowing or excluding certain small-scale housing forms.

#### **What are the impacts of applying this approach in the Heritage Communities?**

##### **Summary of Input:**

- An area-based approach makes the most sense and garnered the most support from working group members
- Provides greater consistency in form, in larger sections of the plan area
- Allows for smart, specific development in specific areas with an overview of how the development changes the community overall
- Would help save time and effort for City, CA's, residents, and developers as all would be aware of the community vision
- Preferred as it provides certainty to landowners, home buyers developers, Councillors, and City staff

### **D. Small scale growth – Key characteristics and elements for small scale housing types**

For areas that would be set to support small-scale growth in the Heritage Communities, what key elements and characteristics should small scale housing types be required to exhibit in order to be supported? Why?

#### **Key characteristics and elements for small scale housing types**

##### **Summary of Input:**

- Maintain trees and greenspace to fit in with the current/general landscaping of the area
- Building design/architecture needs to fit with the existing neighborhood style
- Potentially include a “heritage overlay” in the local area plan
- Area and height should be in alignment with adjacent properties
- Plans for parking should be clearly articulated
- Preservation of at least some existing large trees
- Same set-back and similar lot coverage as neighbors
- Preservation of green space and area trees

## Appendix 2: Phase 2 – Community Association Summary of Session Feedback

### Heritage Community Association Meeting(s) Summary

Meetings with community associations in the Heritage Communities took place on Feb 24/22, and Mar 1/22.

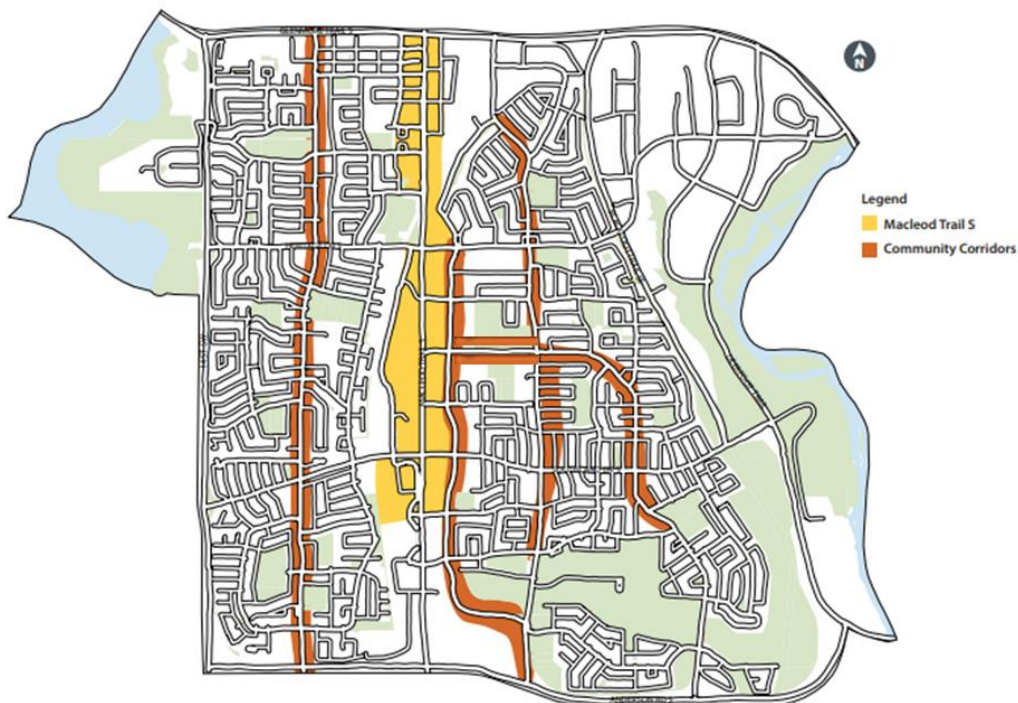
At these sessions, community association representatives were asked to discuss moderate to large-scale growth and change along Macleod Tr and community corridors, near transit station areas and neighborhood activity centres, and in industrial areas. Small-scale development was also discussed. A summary of feedback is below:

#### Moderate to Large Scale Growth and Change

##### Theme 1: Macleod Tr. S. and Community Corridors

The theme of supporting redevelopment along Macleod Trail S and Community Corridors emphasizes opportunities to accommodate new homes and businesses along these key routes. When thinking about the questions below, consider the different contexts of these areas.

Areas where moderate and larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map below:



## **Macleod Trail S. and Community Corridors as a focus for redevelopment**

### **Redevelopment along Macleod Tr.:**

#### **Benefits and appropriate scale:**

- 6-12 storeys is appropriate
- Increasing density closer to LRT stations is positive
- Contributes to vibrancy of the area
- A broad redevelopment strategy for this area would create more certainty
- Corridor can accommodate larger scale/taller buildings
- The addition of new buildings would help the current aesthetic of the road

#### **Challenges:**

- Increased traffic on Macleod
- Ingress and egress from Macleod Tr challenging
- Pedestrian and cyclist safety concerns
- Interchange at Macleod and Heritage is needed

### **Redevelopment along community corridors:**

#### **1. Elbow Drive:**

##### **Benefits and appropriate scale:**

- Increased density should be at major intersections (Southland, Heritage, Glenmore)
- Density would help create destination spaces

##### **Challenges:**

- Parking concerns for residents and businesses
- Traffic safety concerns
- Achieving complete streets (bike lanes and safe sidewalks) would be a challenge with the current roadway width
- 4 storeys along the entire roadway would take away from characteristics that exist along the street
- Privacy concerns for current single family homes

#### **2. Bonaventure Drive:**

##### **Benefits and appropriate scale:**

- Higher density supported near main intersections

##### **Challenges:**

- Road is narrow
- Has poor pedestrian access
- Concerns with cyclist safety



### 3. Fairmount Drive

**Benefits and appropriate scale:**

- Some support for 4-6 storeys
- Focus density at main intersections

**Challenges:**

- Transit route concerns
- Traffic congestion concerns

### 4. Acadia Drive

**Benefits and appropriate scale:**

- Keep as low-density

**Challenges:**

- Concerns with lack of cycling infrastructure
- Traffic safety concerns (volume, speeding)

### Can you identify any community corridors that should be added to this map?

- Heritage Dr. and Southland Dr.
- All roads that are east-west connectors
- Haddon Road at Harrow Cres.

### What would make redevelopment along Macleod Tr. S. and community corridors successful?

- Walkability
- Pedestrian focused connections from communities to Macleod Tr.
- Lots of parking
- Wider sidewalks
- Bike lanes
- Use of crime prevention tools (AI based cameras)
- Public realm improvements

### Are there any areas along Macleod Tr. S or the community corridors that should be reconsidered?

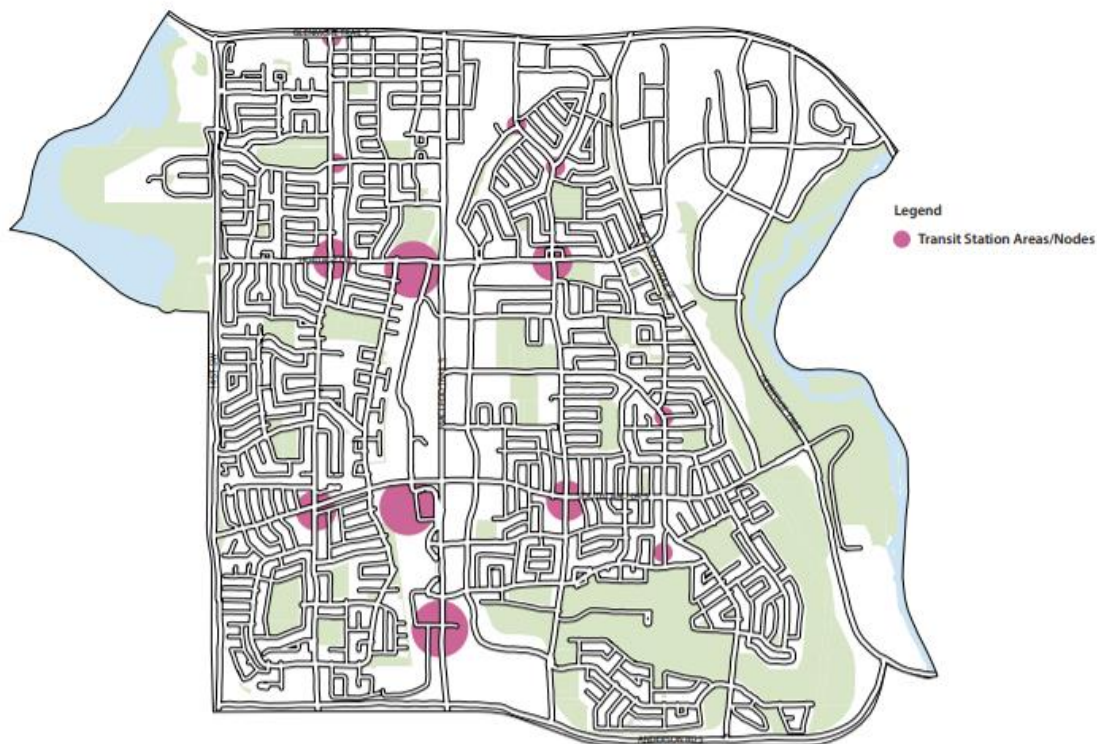
- Glenmore and Macleod Tr. intersection would benefit from redevelopment
- No increase in density along Elbow Dr. from Heritage to 70<sup>th</sup> Ave. These are single family homes

- Development between Elbow Dr. and Macleod Tr should be encouraged
- Fairmount Dr. north of Flint Rd. should be considered

## Theme 2: Transit Station Areas and Neighbourhood Activity Centres (Nodes)

The theme of supporting redevelopment in **Transit Station Areas** and **Neighbourhood Activity Centres** (Nodes) emphasizes opportunities to accommodate new homes and businesses in these key locations. Heritage, Southland and Anderson LRT Stations and Neighbourhood Activity Centres (located along the proposed Community Corridors) are envisioned as areas for growth and redevelopment. When thinking about the questions below, consider the different contexts of these areas.

Areas where moderate and larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map below:



### Transit station areas and neighborhood activity centres (nodes)

1. What do you feel are the benefits and challenges of supporting redevelopment in Transit Station Areas and what would the appropriate scale be (i.e. 4, 6, 12 storeys?)

- Transit stations need to take priority with redevelopment

- Incentives to support development in these areas
- Higher scale near LRT stations
- Locations near BRT stations should be 4-6 storeys
- No development will happen until people feel safe
- A vibrant hub where people can gather
- Increasing redevelopment around transit nodes allows for more public transit access, reducing need for parking
- Lighting upgrades are needed

**2. What do you feel are the benefits and challenges of supporting redevelopment and at what scale in Neighbourhood Activity Centres (nodes) and what would the appropriate scale be (i.e. 4, 6, 12 storeys?)?**

- 12 storeys and above along Macleod
- 4-6 Storeys at the Elbow and Bonaventure Nodes
- Not having the higher density nodes along Acadia Drive (there isn't BRT or LRT in proximity).
- Higher density at nodes should be considered along with reduced parking requirements to encourage re-development and utilization of nearby transit access
- Nodes in communities or along community corridors should be kept on a smaller scale to reduce any impacts on neighbors (privacy, blocking of light, etc)

**3. Can you identify any additional neighborhood activity centres that should be added to this map?**

- A potential new Midtown LRT Station
- 75<sup>th</sup> Ave and Macleod Tr
- Glenmore and Macleod
- Heritage Park

**4. What would make redevelopment in this theme (Transit Station Areas and Neighbourhood Activity Centres) successful? Think about uses, design elements, and mobility options, etc.**

- Redevelopment around transit stations should focus on providing good lighting; avoiding dark areas, minimizing secluded spaces
- Maintaining green spaces
- Improving connectivity - building more pedestrian bridges over the rail lines
- Pedestrian centric connections that do not rely solely on existing roadways or hard infrastructure
- Amphitheaters out in the open for performances

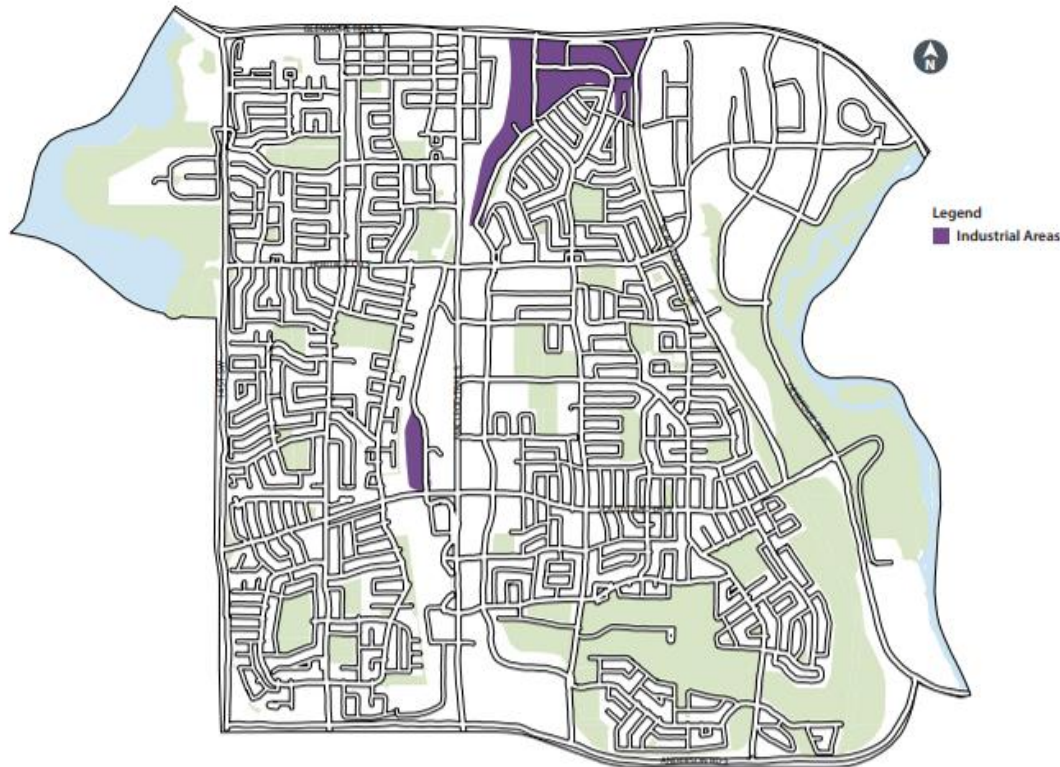
**5. Do you feel any areas shown should be reconsidered? Why?**

- Nodes along Acadia Dr are out of scale. Focus should be 3 storeys or less
- Should consider 14<sup>th</sup> Street and Heritage Dr. Within walking distance of BRT

### Theme 3: Industrial Areas

The theme of supporting the evolution of portions of the unique Fairview and Haysboro Industrial Areas emphasizes opportunities to accommodate few and complementary non-industrial redevelopment. When thinking about the questions below, consider the different contexts and opportunities of these areas.

Areas where limited and complementary non-industrial redevelopment would be considered in this theme are shown in the map below:



#### Industrial Areas

**1. What do you feel are the benefits and challenges of supporting a few and complementary non-industrial uses in these unique industrial areas?**

- Would encourage industrial commercial to stay open later in the evenings
- Ensure that redevelopment does not jeopardize ability of existing businesses to operate in the area
- Could be an opportunity for affordable housing

**2. Thinking about the context of these area, what specific non-industrial uses do you feel are appropriate?**

- Small restaurants
- Breweries
- Specialty markets
- Sports venues
- Library
- Live/work option
- Skateboard park

**3. What would make redevelopment in these unique industrial areas successful? Think about uses, design elements, and mobility options.**

- Walkability – wide sidewalks are very important
- Bike lanes
- Lighting
- Trees, open spaces
- More transit options
- Public art
- Childcare options for industrial area employees

## **Small-Scale Growth**

### **Small-Scale Growth**

**1. What are the positive benefits of small-scale housing types in the Heritage communities?**

- Increases housing options
- Affordability
- Increased density provides more population and more support for local businesses and schools
- Mixture of housing can provide a more appealing streetscape
- Preservation of community character
- Population diversity

**2. What challenges do you see with small-scale housing types in the Heritage communities?**

- Possible over-crowding of neighborhoods
- Parking and traffic concerns
- New developments may not fit with the current housing style
- Light and shading concerns for neighbors adjacent to new developments
- Infrastructure stability with additional development
- Opposition from current residents to new developments
- Constant construction disrupting the neighborhood

## **Appendix 3: Phase 2 – Commercial Landowner Summary of Session Feedback**

Below is the summary of the Phase 2 discussions we have had with the commercial landowners in the plan area.

### **Heritage Communities Industry Representative Meeting Summary**

A meeting with industry representatives in the Heritage Communities took place on March 14, 2022.

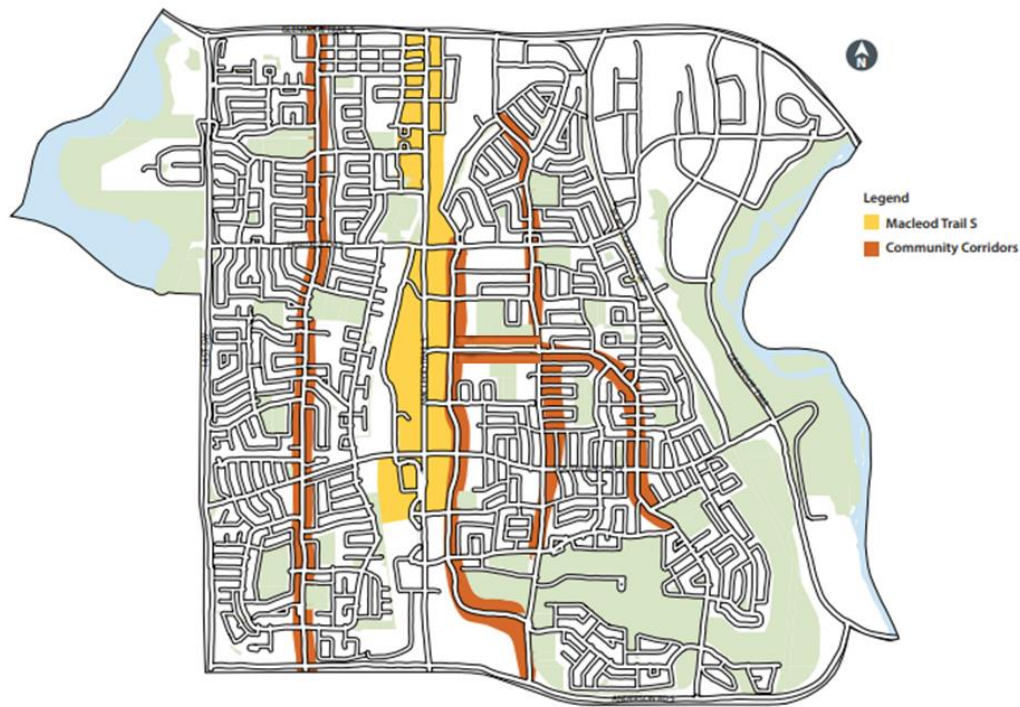
At this session, industry representatives were asked to discuss moderate to large-scale growth and change along Macleod Tr and community corridors, near transit station areas and neighborhood activity centres, and in industrial areas. Small-scale development was also discussed. A summary of feedback is below:

#### **Moderate to Large Scale Growth and Change**

##### **Theme 1: Macleod Tr. S. and Community Corridors**

The theme of supporting redevelopment along Macleod Trail S and Community Corridors emphasizes opportunities to accommodate new homes and businesses along these key routes. When thinking about the questions below, consider the different contexts of these areas.

Areas where moderate and larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map below:



## **Macleod Trail S. and Community Corridors as a focus for redevelopment**

### **Redevelopment along Macleod Tr.:**

#### **Benefits and appropriate scale:**

- 12+ is appropriate at intersections with main cross streets, 6-12 storeys in between
- Higher density brings more small to mid size businesses to the area
- Densification should be focused near LRT stations (TOD development)

#### **Challenges:**

- Macleod Tr. corridor is currently auto-centric and thus would require vast public realm improvements to improve east-west connectivity
- Traffic concerns
- Parking concerns
- An increase in crime

### **Redevelopment along community corridors:**

#### **1. Elbow Drive:**

- More density may meet push-back from the communities



## 2. Bonaventure Drive:

- More density may meet push-back from the communities

## 3. Fairmount Drive

- More density may meet push-back from the communities

## 4. Acadia Drive

- Unsure of logic here for redevelopment

### Can you identify any community corridors that should be added to this map?

- Flint Road could be re-intensified by still accommodating current industrial space/convert to light industrial use.
- Addition of LRT station to Flint Road area makes sense to support redevelopment in the area

### What would make redevelopment along Macleod Tr. S. and community corridors successful?

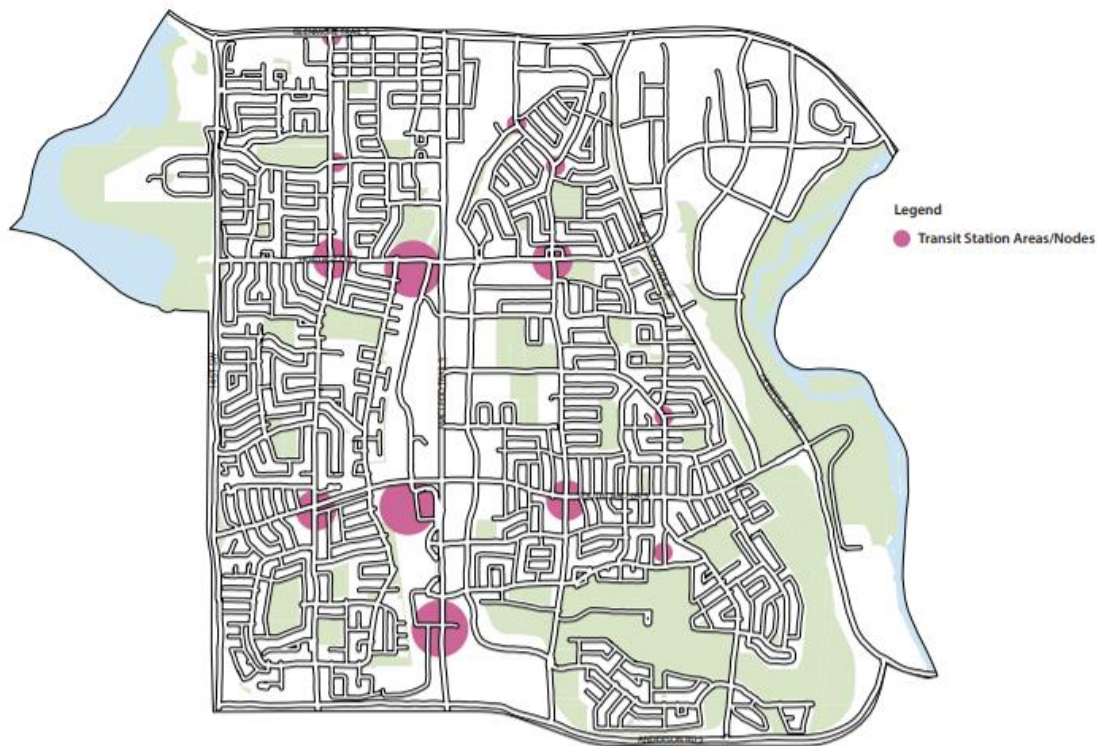
- No suggestions received

## Theme 2: Transit Station Areas and Neighbourhood Activity Centres (Nodes)

The theme of supporting redevelopment in **Transit Station Areas** and **Neighbourhood Activity Centres** (Nodes) emphasizes opportunities to accommodate new homes and businesses in these key locations. Heritage, Southland and Anderson LRT Stations and Neighbourhood Activity Centres (located along the proposed Community Corridors) are envisioned as areas for growth and redevelopment. When thinking about the questions below, consider the different contexts of these areas.

Areas where moderate and larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map below:





#### **Transit station areas and neighborhood activity centres (nodes)**

**1. What do you feel are the benefits and challenges of supporting redevelopment in Transit Station Areas and what would the appropriate scale be (i.e. 4, 6, 12 storeys?)**

- Challenge - Land around existing LRT stations is focused on surface parking. Loss of parking is a constraint for developing these lands

**2. What do you feel are the benefits and challenges of supporting redevelopment and at what scale in Neighbourhood Activity Centres (nodes) and what would the appropriate scale be (i.e. 4, 6, 12 storeys?)?**

- Challenge for supporting redevelopment is that the lack of correct mix of services that would permit truly complete Communities. Things are typically residential focused which makes going carless difficult.

**3. Can you identify any additional neighborhood activity centres that should be added to this map?**

- No suggestions received

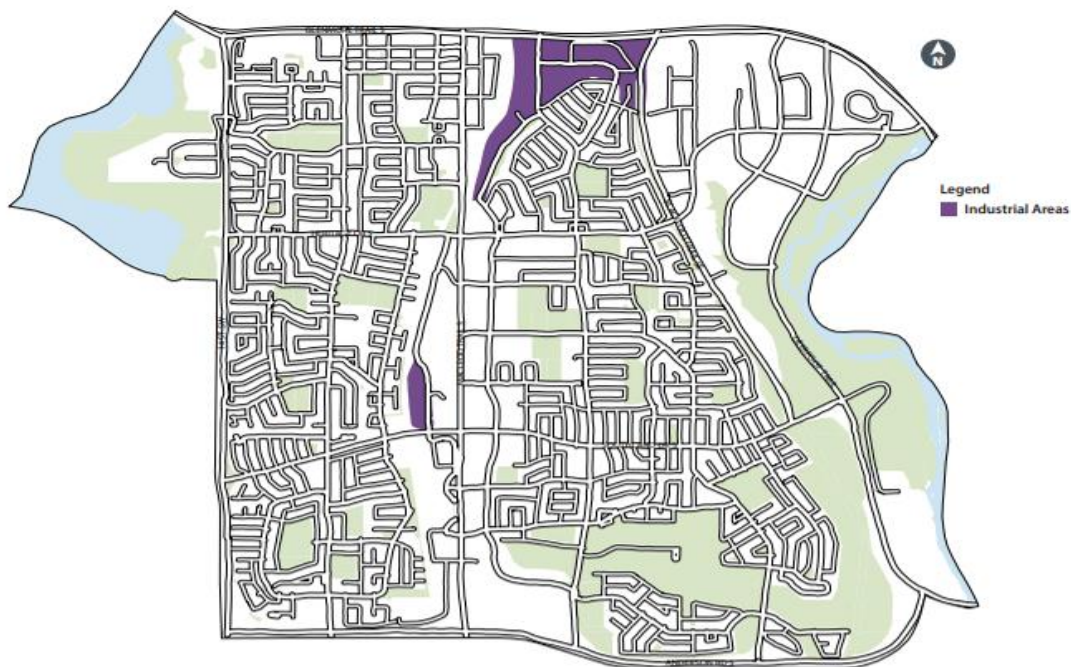
**4. What would make redevelopment in this theme (Transit Station Areas and Neighbourhood Activity Centres) successful? Think about uses, design elements, and mobility options, etc.**

- Greater connectivity for active modes
- Appropriate mix of uses

### **Theme 3: Industrial Areas**

The theme of supporting the evolution of portions of the unique Fairview and Haysboro Industrial Areas emphasizes opportunities to accommodate few and complementary non-industrial redevelopment. When thinking about the questions below, consider the different contexts and opportunities of these areas.

Areas where limited and complementary non-industrial redevelopment would be considered in this theme are shown in the map below:



### **Industrial Areas**

**1. What do you feel are the benefits and challenges of supporting a few and complementary non-industrial uses in these unique industrial areas?**

- Hard to justify redevelopment under current standards (industrial) when it is not the best use.

- Challenge to non-industrial uses in Horton Road area is proximity to Macleod Trail corridor, where there is large land supply for non-industrial redevelopment, coupled with poor access to the communities to the west across the LRT/CPR, where potential local demand exists for non-industrial commercial redevelopment.
- Evolution of current, dated and weathered industrial uses would be of interest to existing landowners for redevelopment into non-industrial uses and possibly a blend of non-industrial and industrial uses that would replace the floor space of the current inventory.

**2. Thinking about the context of these area, what specific non-industrial uses do you feel are appropriate?**

- Ground floor retail, upper floor office or residential
- Brewery/distillery
- Roasters
- Work-share space

**3. What would make redevelopment in these unique industrial areas successful? Think about uses, design elements, and mobility options.**

- Improved access and pedestrian realm connectivity
- The addition of an LRT station could help facilitate better pedestrian connections in the area
- Under utilized sites could add to established area inventory which contributes to meeting MDP goals of growth

## Small-Scale Growth

### Small-Scale Growth

**1. What are the positive benefits of small-scale housing types in the Heritage communities?**

- Multiple price points increase affordability in the community
- A broader range of housing options
- Contributes to diverse and complete communities

**2. What challenges do you see with small-scale housing types in the Heritage communities?**

- Not in my backyard – (NIMBYism) is the main barrier

## Appendix 4: Public engagement verbatim comments

These are verbatim comments and are reflected below as they were submitted and have not been altered in any way, except for removal of personal identifying information, or profanity.

### Topic 1: Question 1 – (Transit Station Areas and Neighbourhood Activity Centre (Nodes))

**Are there any areas within Transit Station Areas and Neighbourhood Activity Centre (Nodes), as identified on the map, where you feel moderate to large-scale development (4+ storeys) is NOT appropriate?**

**If yes, please explain where and why. Please also share any other ideas about how we can ensure development around Transit Stations and Nodes integrates well into the community.**

- Heritage Drive is already very congested at the best of times especially when larger trains come through.
- The transit node closer to heritage and blackfoot. While it is along a busy road, the homes there are older bungalows and 4-storey buildings would be inappropriate. This would apply to any transit nodes that abut similar style homes in Acadia and Maple Ridge etc.
- Would love to see more gyms, sports complexes within safe walking distances of stations. For ex. my kids play basketball, and lots of kids on their team don't have vehicles. At age 9 they are taking the train alone or w/ siblings to get to their team gyms. Heritage station - if cleaned up - has the potential to be a great hub! Bring back the YMCA, or something comparable.
- Please build up! Low income apartments are desperately needed, but not cheaped out buildings, properly done, modern living spaces. Poor people are worthy of nice things too.
- Any area / node that is in close proximity to Heritage / Elbow drive, Elbow drive / 75 Ave SW and Heritage Drive / 14 Street SW. There are some existing / historical developments / zoning in these areas but there should not be any further development or additions in these areas !
- Although I live in one of the Heritage communities, I do not live in this specific area and feel that I shouldn't be advising on developments in communities I do not live in.
- Land that is adjacent to existing homeowner property does not create back yard "fish bowl"/ privacy issues or eliminate natural sunlight. No negative impact to the existing community, noise/increase traffic. A residential building-underground parking or no vehicle accommodations-transit only. Building design takes into consideration the flow of traffic in and out so that headlights do not cross a homeowners property and do not cause overflow alley/street parking. Reduce building height.
- The Elbow Drive corridor between Glenmore and Southland is in dire need of a modern change - move away from the dominance of 1950s style, parking-lot focused community malls into integrated, walkable, people-friendly corridors.
- "Areas around community parks should probably not get higher buildings.

- I'm very supportive of redesign and transformation of community parks into all-season parks that attract a variety of users.
- <https://thumbs.dreamstime.com/z/benchasiri-park-next-sukhumvit-street-bangkok-aerial-view-benchasiri-park-next-sukhumvit-street-bangkok-thailand-aerial-view-155375210.jpg>
- EG: Benchasiri Park. Pond in the centre (skating), dual running walking paths, grass for yoga, enjoyment, picnic. washrooms."
- Love the ideas!!!!
- Southland and Fairmount. I like the idea of leaving that all commercial as those buildings and stores have history in the community. I would rather like to see Fairmount turned to multi-family / low rise commercial. On Fairmount between Acadia and 94th there are three school, cost of fuel is nearing \$2/L.. It is critical to have the right diversity, high density, and quality stores to reduce the reliance on cars. This may also promote less traffic on Fairmount leaving that to be on McLeod.
- fairmount and boneventure are residential areas with congestion already. a 5 floor or smaller buildings would work well while fitting in with the community. unless transit frequency is improved it's hard to see how this fanciful plan will improve the situation. more people will bring more cars and traffic. all plans are much too vague. I note the illustrations are of low rise, but, 4+ means only more than 4 and could include much larger buildings than depicted. this is deceptive.
- Nothing should change on Elbow drive. It will ruin the communities. I moved from Mardaloop specifically because it was to densely populated and became a nightmare. I moved to Chinook park BECAUSE it was less populated, has schools nearby, is family oriented and the houses are great detached homes. I'm starting my family here and this plan basically ruins everything about these neighbourhoods. Develop Macleod trail, it's an eye sore. But stay away from elbow drive.
- Why does the city of Calgary think it has the right to change these communities? People bought in to these area as they are safe, less dense, and desirable. If the pandemic has taught us anything, it's that density is the enemy. Please leave these neighbourhoods alone.
- I strongly believe underground parking would be need to be available with any redevelopment. While these NAC could be redeveloped I think some caution needs to given (larger building block sunlight and impacts privacy). In these areas I think focus on the existing commercial areas are key, get ride of the parking waste land. Reduce cars on the street and improve public transit use and biking. Redevelopment should support some commercial use on the ground level with residential on top.
- No more more urban density is a good thing especially if it's mixed use.
- There should be no more development on McLeod. First of all designs lately are absolutely awful. I realize it is all about tax revenue however more empty retail bad for what you have planned.
- There is already too much traffic at 75th Ave and Elbow Drive for parents to drop off/pickup students at Henry Wise Wood High School plus Chinook Park Elementary School on 75th Ave. Cameras have also needed to be installed at 82nd Ave and Elbow Drive due to the number of traffic/pedestrian accidents. Commuters are already cutting through Chinook Park, with parking restrictions needed for certain areas. Chinook Park can't handle more traffic/parking issues.

- On South sides of the road where existing homes would be severely hindered by sun access by installation of 4-storey buildings. Tiering down along the area would be beneficial (i.e. starting with 2 or 3 storey developments)
- Elbow drive cannot handle increased volume from increased buildings/density. It is a small community corridor that is busy enough as is.
- I believe the community would benefit from the development, particularly in proximity to transit stations and nodes, that combined upper-floor residential, and possibly office/service, units over first-floor retail and services. Businesses in such developments would have the opportunity to thrive with the transit-related traffic and expanded residential populations in these areas. Those thriving businesses would serve the needs of the whole region as well.
- "4+ should not be build near primarily residential areas, Nodes, but for a certainty it is desirable around major transit corridor like McLeod, Blackfoot, Glenmore, Deerfoot.
- Lets try not to ruin every single community. The inner city development is a great idea, but for the most part we have missed the plot in numerous communities and thus the ruination of all."
- Most seem ok as there is density in these areas and fit with transit stations
- "These 4 story structures should be walkable to stores and restaurants. To walk from London Towers to Mazaj an extremely close restaurant requires passing 3 unfriendly vehicle access 'roads', and then requires walking on the 'road' to get to the Mazaj parking lot.
- From Kingsland Junction to the markets on 73rd should be walkable. The petro-can odd Macleod car access is difficult for walkers. Crossing Macleod at 75th is similarly difficult. Worse for blind or otherwise disabled."
- Along Fairmont drive +4story would not fit in with the community, and single family residential scale, will block sun to single family yards, increase traffic on the small local road
- I am afraid green spaces in the communities will be used for new businesses and housing. Parks, playgrounds, baseball/soccer fields, school yards should remain as is.....green spaces which promote health, exercise, connection with neighbours for everyone.
- The so-called 'node' at Elbow & Heritage drives is already fully-developed with mixed single and multi-residential properties, churches and small businesses. I see no opportunity for development which would not destroy or detract from what already exists there. 'If it's not broke, don't fix it.'
- Keep R 1 communities just that, R1. We already have a variety of housing styles in our comm7nit of Chinook park. I paid a premium to leave in an R1 community. Not every place has to be densely populated.
- Southland and Acadia Drive. Already traffic congested area during peak travel times.
- 4+ storey development likely makes sense near transit stations. I can't say whether I'd agree with 4+ storey development at every suggested node, however.
- Low-income apartments are critically needed in these Nodes as low-income people depend on easy access to transit. The new developments look nice, but what will you do for low income renters that cannot afford these new condos? Please do not displace the low income people or make it even harder for them to live in the Nodes. There must be a balance to protect our vulnerable low income people i.e.) vacant/unused land/old parking lots are used for the new builds, or additional low income builds.

- Less than 4 stories allows for a community feel. The tall condo buildings puts residents in a bubble box in the sky. No connection to the community. Walk-ups are more socially integrated into the community.
- There are already vacant commercial properties in close proximity ie McLeod trail
- "I am concerned with the 4+ height designation within the community, proper (eg. Acadia Dr S of Southland drive.) is there a max height for any development?
- Are there any plans for laneway development. I would rather see laneway housing before basement suites."
- I am against such zoning changes on areas that deal with Willow Park Golf course and the lands bordering it. I would not like the views from my home to change from trees to buildings.
- anywhere where existing parks/green spaces or mature trees are. we need to cherish our established trees, not get rid of them. putting buildings there instead defeats the purpose of healthy living in a modern city.
- Acadia and Willowpark drive is already busy. It already has cars speeding through areas which should be designated playground zones. The hundreds of kids that attend maple ridge, RT alderman and the community centre need better protection. This would be through less densification.
- Willow Park Drive and Acadia node is already massively congested during school hours. It should be given the priority for school access rather than business access.
- The proposed developments in Elbow drive at Heritage and Southland are not appropriate. Bookending Haysboro with these developments will drastically impact the flow of traffic through our community and crime without adding any value to existing residents who purchased homes in a quiet low density neighborhood for a reason.
- "I feel that 4 story development is not appropriate when they are directly next to single family dwellings, without allowing for green space areas as well. Single family homes areas zoned R1 should not be allowed to become multi family ( duplexes ) in residential areas.
- Sidewalks, street crossings and all entrances to buildings in the area should be accessible to everyone."
- I am concerned that residents of these communities will not have control of their properties, and after making considerable financial, personal time, and pride into their properties, that they will not have a choice in the redevelopment of their ownership.
- It isn't appropriate to identify bus stops as transit station areas or Nodes for consideration of moderate to large-scale development. The map doesn't identify any transit stations or nodes along 14 St SW. The neighbouring transit stations/nodes to the Heritage LAP as they potentially have impacts for the Heritage neighbourhoods
- "To start with far less than the majority at meetings at agreed with plan yet here we deciding if we want it red or blue. This is not consultation, agreement by consensus, this is Courtney Penner pushing her personal beliefs and agenda forward before even 5 months in office.
- To the question, only buildings immediately beside the tracks should more than 4 stories only were their height is no more than 2 stories above McLeod Tr street level Tapering to the west to 2 stories at Haddon/Sacramento"
- I live in Kingsland and feel that this community is taking the brunt of the high density and high rise buildings (4+ story) over the surrounding neighbourhoods. To me, the City has



unfairly already selected Kingsland to take the majority of 4+ story buildings. It is time for some of the other communities to take their share.

- 4+ storey buildings significantly change the functioning of surrounding properties (i.e. blocked sunlight, privacy issues). Surrounding properties should retain ability to approve/disapprove developments.
- You have two smaller nodes along Acadia Drive. Neither of these would be a good spot for large scale development. The one, I believe might be WillowPark Drive, is a quiet residential area with no access to major amenities. It would be impractical to think people in this area will rely solely on transit and bike pathways to get around, and the community is not set up for additional cars to park on Willowpark Dr. Additional traffic put kids in area at risk with 2 schools & community ctr. close by.
- All
- There are other areas of the community that need support and protection from development. Please support the acadia community garden site. It's Community grassroots organization that stewards it for residents and it needs to be protected and enriched as a community asset. There are few developed park spaces in Acadia.
- Around transit stations and nodes I feel that nothing higher than 4 storeys should be built. The amount of added congestion in the area makes it difficult to find parking and it also causes visual blockages.
- Any developments should be restricted so the height is not greater than two stories above Macleod Trail grade in order to integrate with the neighbourhood.
- love the ideas for McLeod Trail not liking the plans for Acadia Drive it is residential and needs to stay that way we do not want apartment building etd
- These are older and established neighbourhoods. People have chosen to live here due to the low buildings and open skies. If you put 4+ stories this would significantly change the privacy of the residential homes surrounding it. No one wants someone to observe your years from above. Also many people have invested a significant amount on the properties to live in a older neighbourhood and prefer the current situation
- I am unsure of what a 4 + story building is. Could that include a large apartment complex like the Londons?. A definition of a 4+ story building wold be critical.
- Elbow and Heritage and Elbow and 75th Ave are very busy intersections with very busy shopping areas. I am not sure how you could add more traffic by having more people living/working/shopping here without causing major traffic issues.
- Southland and Fairmount. I feel it is an established area with a number of needed businesses and established long term residences that would be affected.
- The idea of 4 plus stories close to communities is troublesome. It looks fine on the map however the ideal of over 4 stories has a lot of room to impose on sight lines. does plus 4 mean 10,15 20 or 30 stories.
- In the area of Acadia Dr & Willow Park Dr SE. There are currently no multi-level apartment-style complexes in Willow Park or Maple Ridge at all. Changing the zoning bylaws to allow for these types of structures may impact property values as the potential for future additional developments will be more difficult to prevent. Additionally, traffic on Acadia Dr is already heavy during peak periods, with speeds exceeding the posted 50 km/h restrictions. Additional traffic would only make this worse.
- The transit stations are the best locations for multi-density developments (4-26 storeys). Focus should be made to incorporate these additional multi-density homes near the LRT. The Node at Elbow/Heritage Drive would not be suitable as there is already too



much traffic, with cameras installed at the traffic lights to address some of the traffic issues.

- The Nodes are already congested areas. The traffic is heavy and traffic cameras have been installed accordingly. New development would just exasperate this with more noise, extra traffic, etc. It is unpleasant to even walk within these areas. The transit stations are much better suited for higher density buildings. People would have easy access to transit and wouldn't necessarily need extra parking.
- More than 4 storeys is too high for Nodes. Even at 4 storeys this is going to impact privacy and sunlight for the houses around, increase alley traffic and the number of bins in the alley.
- I don't think over four storey is fitting for along elbow drive, but I think it would be great along Macleod trail and at the train stations. Heritage plaza is very successful where the London buildings are.
- No to along elbow drive, it's a corridor that has a lot of foot traffic and all the vehicles already speed along it. Adding higher buildings will just increase this.
- Yes along macleod trail, but that's it. Our neighbourhoods are built on community and connectedness; apartments reduce community unfortunately.
- Elbow drive should remain the same. Bike lines could be added to elbow. Please no multi unit dwellings in the neighbourhood except the Macleod trail corridor.
- I think it is hard to comment on this as the information provided is unclear about the number of developments. For example, if there is a high density of large buildings, the current infrastructure will have a hard time supporting it. Calgary transit is not able to provide adequate transportation to allow for no car ownership.
- "Transit stations and some nodes make sense as there is lots of people who would use.
- The nodes in residential areas would be a concern. Already enough congestion with very little room for expansion.
- Example. South land and Fairmont.
- You can't force homeowners to give up land they have worked to obtain.
- Maple Ridge and WillowPark have many beautiful homes. Yes along bonaventure there could be some improvements.
- Who win with these changes. Management and building companies at our expense."
- No high level buildings immediately across the street from residential areas. Also, parking needs to be considered. Any increased density should also provide ample parking for residents and visitors.
- No area should go from a 1 storey house to having a 16m development next to it. Elbow Dr consists of 1-2 stories. The scale needs to increase moderately & not radically & it shouldn't be blanket classified for 24m height. I am against the dvlp along Elbow Dr & Southland where 8 storey dvlp is proposed. Areas around transit stations can be densified as there are existing 3-4 storey complexes that would transition well with an increase height/density (moderate increases in scale of height&density)
- both hubs along Fairmount Drive at both Heritage drive and Southland drive if used need severe updates before proceeding. Leaving Fairmount to go onto either southland or heritage is a one lane traffic situation, there are always "near misses" of accidents where people swerve around vehicles trying to left-turn into traffic. If the city means to throw more buses and traffic intensity at these intersections, more accidents will happen.

- Fairmount / Southland- congested now re entering and exiting what is there now - denser development would make it worse until there is a transportation element included same with Acadia and Willow park drive and Acadia north of Southland
- Specifically on the corner of Hayden Rd and heritage Dr, where the old YMCA once stood - this was zoned as a recreational space and I would like to see it remain and develop for recreational purposes. The alley is shared with homes on Healy drive that would be disadvantage from a four plus Story building towering over backyards of homeowners. There remains a broken down basketball court often used by children youth and families - which speaks to the need for recreation facilities in this area. Haysboro is seeing an influx of young families with children. In east Haysboro our parks are quite rundown and often dirty due to garbage and drug paraphernalia left by more vulnerable populations. parks, swimming pools, fitness facilities, basketball courts - these are what I believe would be best for the community in this particular space. Thank for the opportunity to provide feedback :)
- Smaller nodes do not need large scale development, especially if it replaces current residential use. Safety and access are the most important considerations at these secondary transportation hubs.
- moderate to large scale development is NOT appropriate along Elbow Drive. It is a well-established single family dwelling area with minimal commercial; Further high density development would destroy the community and neighborhood feel. It would also create a parking problem as seen in Britannia.
- The map very poorly labeled as far as identifying 'neighborhood activity centers'. Along 14th St. I do not think anything over three stories in any of the residential areas and single-family homes not over two stories
- More information needs to be provided to fully answer period while some areas are appropriate for four plus stories could mean six or eight could mean 20 stories. The document did not outline current zoning or proposed maximum heights. Low story, tasteful development seems appropriate along Elbow Drive, Fairview Drive. Wall Bonaventure already has taller buildings as does McLeod.
- OK with Elbow - Heritage and Elbow - Southland large scale development [4 plus] as it is now commercial dominant and some apartments but not Elbow at 75th as this is high single home residential and so close to Glenmore / Chinook mall, which offers 4 plus business / residential already. Upgrades in that area is fine.
- I've lived in South Calgary for almost 40 years, the train stations / bus stops are gross and unsafe feeling it would be great to feel comfortable there [especially in early morning / evening) Develop away!
- With growth and transit in mind, it does make sense to build high density around transit. But look at what is happening. Many many tall buildings crammed along major roads make it feel like you are in a fishbowl. No sun, no view - just buildings and you do know that the more people you cram into a space, the crazier people become.
- There was one citizen comment on page 8 regarding putting in bathrooms and cafes? What??? Perhaps stop any more transit areas and nodes in the three areas marked on the map - we already have so many serious social issues around these hubs. fix them first and don't make things worse. Perhaps consider moving the existing community police station by London drugs to a more visible location and have it be a 'heart' to a node
- Transit stations are currently unsafe. This will make it worse.

- please see below. Leave our community as is. This is a horrible plan and you will achieve nothing except for destroying our area.
- I feel all these areas should remain, low development, with pleasant pedestrian spaces, mixed with small business shops and cafes.
- do not want it! More development for density brings more problems for existing residents! Plus taxes will increase!
- hockey arena and rec center
- Fairview 'transit hub' is a bus stop where there is already development. You need better access over LRT tracks. Need pedestrian access over Blackfoot trail
  - o Elbow Drive and 75th
  - o Elbow Drive and Heritage Dr
  - o Elbow Drive and Southland drive
  - o Fairmont Drive and Heritage Dr
  - o Fairmount Drive and Acadia drive
- Canyon meadows transit station
- We have enough crime in this city without cramming more people in one area.
- None of them! 😞 don't want large scale development! 😞 Leave things alone! 😞 property taxes are high enough already! 😞
- Along Bonaventure drive. There are so many old and outdated multi housing units that should be taken down and renewed with four plus some could be subsidized units.
- repeat of question one (We have enough crime in this city without cramming more people in one area.)
- Uncertain of how 4 story dev't happens at Willow Park node as this currently is a high density condo dev't (40+ years old)
- Would like dependable & direct transit from this node (WP) to LRT Stations
- Any locations that will be in close proximity to existing residential single detached homes. These developments are not appropriate for such locations, and will have an unfair impact on existing properties and their values, they will impact sunlight, noise levels, privacy, and parking.
- The area along Acadia Dr. and the intersection of Southland Dr. and Fairmount Dr. are not appropriate for any Transit Station Area and developments of (4+ Storeys). That area has our community churches and small affordable shopping, wellness and services and it's fitted well for our purposes.
- Lack of traffic signal synchronization on Macleod Tr. Has already increased significantly the amount of traffic shifted into our inner community corridors like Acadia Dr. or Fairmont Dr. Also, many young age schools, daycares and high schools in our community create enormous traffic of school-bus and cars.
- In 2018 it was a fatal accident on the crosswalk of Acadia Dr. and still we didn't get crosswalk lights, we don't need anymore transit traffic; we have walking distance to all facilities.
- It is totally inappropriate to allow 4+ storey development in close proximity or adjacent to single family residences in these established neighbourhoods. Stop the imposition of change which will allow damaging impact on residents- noise, loss of sun, increased security concerns; not acceptable to those who live and play in these areas.
- Southland & Elbow is defined as a TSA/Node which could then be zoned for a 4+ story building development.

- This is: #1 primarily a bungalow style area & a 4+ storey creates an "I'm living in a fishbowl" scenario.
- #2 Residents of the future 4+ storey building bring with them cars even if transit is accessible – cars need parking & traffic which could negatively impact the neighborhood.
- There is existing condos & homes so what would be the benefit of additional units? Also, what are the vulnerabilities of the existing business on Horton Road SW?
- Elbow & 75th is a busy intersection already so would need to see actual plans for changes. Hopefully this information would be shared with community in advance.
- Bus stops should not be considered Transit nodes! For large scale development. It is totally inappropriate to consider the intersections of Fairmount Dr. & Flint Rd, Farrell Rd as Transit Nodes as well as the bus stops along Acadia Dr & Elbow Dr. Why is 14th St and Anderson Rd excluded from the map?
- The neighbourhood node at Elbow & Heritage should be no more than 4 storeys. These complexes back onto single family homes. Will remove all privacy, affect sunlight and create parking/ utility issues in alleys.
- It would be appropriate for 2 storey when building next to single family homes as a buffer to 4+ storey
- We love the new restaurant/ brewery "Bitter Sisters" and with the arena located next door the c-train station, this corner could be a fun little "Hub". People could hop off the bike trails from Glenmore Reservoir and ride 4 blocks east to a deli/ bistro district. There are Hungarian/ Polish delis that are spersed along Macleod Trail. Perhaps they would like to relocate.
- Elbow Dr. does not need any buildings higher than 3 stories. The city is developing 5-6 storied bldg's on 50th & Elbow and in Marda Loop. They are just a bit to tall! You've created a shadow street on 33rd with all the new condo buildings! They are ugl
- If on NW corner of intersection. Lower Southland & Elbow. The corner is already dangerous. Access in & out of the lot on the corner would be very difficult. A 4 storey building would increase vehicular traffic dramatically at a corner that is already congested and unsafe.
- Not appropriate for Elbow & 75th Avenue- Several residential homes adjacent to area
- Southland/ Fairmount SE- No turning light for vehicles turning east/west for north/south traffic. There will be more cars/ vehicle traffic
- The intersections labeled as transit station areas/ neighbourhood activity (nodes) where 4+ storeys are inappropriate are the following 1. Fairmount Dr and Southland Dr S 2. Fairmount Dr. and Heritage Dr. S 3. Elbow Dr & Heritage Dr. 4. Elbow Dr & Southland Dr S. The reasoning behind choosing these intersections is based on the context of the area. I understand the purpose of redeveloping these nodes to create more vibrant neighbourhoods but I believe development in these areas should not exceed 4 stories it integrates better w/in areas that are surrounded by single family homes. Transition single use to mixed use developments must be gradual. Large scale (4+ Stories) development is more appropriate surrounding existing transit areas (I.e. Heritage station and Southland Station)
- No high density blockhousing
- Rec Ice Hockey
- Ice Hockey rink
- No large scale development should be considered anywhere along Fairmont Drive. For that matter, no small scale complexes should be considered as well.

- There is no place for large scale development (LSD) within residential communities including “nodes” & community corridors. These older communities, made up of solidly constructed homes showing individual pride of ownership, have stood the test of time- successful in many ways including accessibility, amenities, quiet neighbourhoods, and community spirit. Interjecting LSD within these areas would absolutely ruin the community dynamic- more crowding, more traffic, more crime... and no more peaceful neighbourhood. This type of development would be appropriate only in Transit Station Areas, with the exemption of Midtown Station.
- The current safety of “LRT” is a factor that must be dealt with If [illegible] said line would be corrected I’m sure.
- Tax [removed]
- 4+ Story development not at appropriate at intersection of Elbow Drive & 75 Ave SW.
- Not aligned to the feel of the community and would be unwelcome by the schools
- 3 Stories would be acceptable
- Concerned parking in the area would be an issue for buildings 4+ stories- More visitors, etc.
- Transit station need control. Heritage station is controlled to maximum.
- Would not like to see development at transit stations. No retail.
- Safety, parking, shadow studies, traffic
- Makes sense to populate these areas with living, shopping, eating & park like settings
- There are enough now, around heritage LRT stations, and Chinook.. Do not let Chinook Centre encroach into Kingsland. There are also many “slumlords” that rent to anyone here. Result is that we have way too many homeless types here.
- Heritage & Elbow Drive intersection
- Elbow Drive & Southland Drive
- Corner of Southland Drive & Fairmont Drive
- Corner of Fairmont & Heritage Drive
- You have an established community in all of these areas and should not disrupt it with 4 story buildings and too many people
- Especially not @ heritage Dr d/t green space/ school etc
- Large development will attract transient that negatively impact the [illegible] safety & ambience
- Medium size development probably better
- I do not want to see these areas overrun with large industrial apartment complexes. I feel smaller (4 storeys or less) buildings make the area more attractive.
- Except on willowview Rd SE.
- See “2” below for explanation
- Acadia Drive is definitely not conducive to “moderate to large scale development”. Allowing this type of development would destroy the ambience and fabric of these neighbourhoods
- The locations noted all make sense.
- No, higher density around transit nodes is essential for supporting an efficient transit system. I fully support higher density to reduce reliance on cars, increase walkability in our city and reduce urban sprawl. We have too many NIMBYs in the city and this outspoken minority of ten has too much say, which harms the overall growth of Calgary.
- The light node, smaller then most at the corner of 75 Avenue SW and Elbow Drive is not suitable for a development of 4 plus storeys. This is not a transit hub and already has the

right amount of development. Higher structures will detract from the sense of community existing now. Higher density already exists further north on elbow drive close to Glenmore Trail.

- All of them! You risk gentrifying poor communities that cannot afford to go elsewhere, and will not be able to afford increased rent by making the communities more desirable. This plan will lead to an increase in homelessness & people hanging out at the LRT. Do some more research with the demographic of people here!
- Who decided 4+ storey developments? Why? On Fairmount Dr SE, Acadia Dr SE, Bonaventure Dr SE.
- Ownership or rental?
- This is a designated Heritage Community- what does that mean?
- Fairview area does not need or want more traffic in our community
- We already have homeless people going down my back alley going through our recycling bins
- Node at Willow Park Dr. + Acadia Dr. SE it is too ensconced in the neighbourhood. I feel an under 4 story development would fit better with the area.
- I am for your proposed (4+ story) developments along identified areas so long as new development has underground parking for these 4+ story developments. Otherwise with higher density living comes increased parking & traffic challenges.
- Parking is an issue near the Southland LRT station. We live 5 blocks away and have people parking in front of our home. There are many secondary suites in the area which adds to the parking problem. Transit is not an option for many as people don't work in the downtown, so taking trains and multiple buses takes too long. One solution would be to build a 4+ story parkade at the Southland station as people using transit can park there and not in residential streets nearby.
- In theory Transit Station Areas and nodes are ideal and very timely locations for 4+ storey development so I am in agreement with the concept. Unfortunately, the transit station areas have become completely undesirable places to go, let alone live in or near. Plopping an apartment complex or condo bldg. in one of the TSA's requires redevelopment of these areas in terms of safety and pleasant welcoming "vibes."
- More & bigger developments mean more people, more people equals more vehicles, more vehicles equals congestion. Calgarians will not give up their vehicles.
- Along McLeod Trail & Elbow Dr. have small stores i.e. groceries, bakery, coffee shops, barber, beauty shops on the main floor & apartments above. This gives jobs without travel & customers for the businesses.
- The "City" has an agenda to change things without regard to the wishes of the citizens. They have already decided to make changes and this high priced campaign is a waste of tax dollars. At this point the City should focus cost savings instead of spending and spending.
- Multistory residential or commercial is not appropriate at Southland and Anderson stations. Depending on the concept and design moderate development and not large scale multistory development is appropriate for a SFD residential neighbourhood.
- Eagle Ridge- There is no room for extra development
- Need more cameras at Train Stations, possibly put policing stations @ CTrain
- R1 neighbourhoods must be left as is. There is a lot of unoccupied land east of McLeod Trail. Instead of destroying an existing neighbourhood, why not build east of McLeod trail.

- It is important that no one would have their house bought by the city for new development
- There's a big difference between 4 storeys and 20 storeys. The shadow that is cast is significantly different and of course the pressure from more cars and more people could also affect the adjacent areas.
- By Rockyview hospital, Heritage park, while Calgary is the ugliest City in the world and your picture is pretty the densification is destroying parks, greenspace and the smallest areas of beauty left, safety is also an issue where people need to or want to attend like a hospital or main attraction park.
- This is quite deceptive. A 4+ storeys could be more than 5 storeys. Along Fairmount & Bonaventure Drive, there is much more residential area so more than 5 storeys is not ideal.
- My thought or I am wondering why there are no large scale development envisioned west of 14th SW?
- There should be improvement in the frequency of buses in the neighbourhoods.
- The area needs TLC not large scale development. I'm already concerned for my safety at the LRT and bus shelters. I don't see how more density or manufacturing will improve the area.
- Southland & Fairmount
- Concerned that community stores would disappear. Many amenities that I use are there and w/n walking distance. Also concern of additional traffic at lights. Already difficult to turn on a green.
- The corner of Haddan & Heritage (Across from Heritage Stn.) is an empty lot that would be a great place for a seniors home. As well, a coffee shop within walking distance would also be a bonus.
- Elbow Dr & 75th Ave SW
- Capacity of intersection cannot handle extra traffic from moderate/ large scale development, especially with high school kids using crosswalks.
- Due to Covid most people are working from home and will probably continue to. Many large companies that have been housed in buildings in city center are now moving to the suburbs.
- Not Willow Park!
- The 'nodes' in Willow Park and Acadia will struggle to support 4+ story large scale development. Those node areas currently contain ugly strip mall style commercial that needs redevelopment in the future, but high density in these locations seems out of place with its surroundings (Willow Park Golf Course across the street). 1-2 story commercial/ mixed use seems more appropriate.
- We have a very real problem with break ins, thefts & prowling in Haysboro, the Southland & Heritage LRT Stations are a problem now.
- With all the empty buildings downtown I feel we don't need to make the area more crowded
- Unsure of a node at Southland and Fairmount could be a good idea but traffic flow, lights would need to be redone. Have witnessed many vehicle to vehicle, vehicle to bike/ pedestrian collisions already.
- I think the development of 4+ storey buildings especially mixed use, eg stores/ amenities on ground floor, is a great way to densify especially close to train stations.

- Large scale development of 4+ stories in any neighbourhood identified near neighbourhood activity centre is completely inappropriate and unnecessary. These are great quiet neighborhoods however crime and more pressure on traffic is not needed. Building near transit station is fine but not in established communities!
- Re: Transit station areas
- No one is going to use transit or LRT because it is not safe and the city does nothing about it maybe the aldermen & women should try transit & LRT & give yep their parking spots. Then they should be polled to see if they feel safe.
- Parking is a major problem! Garbage storage & clean up
- Many people bought in the area were pleased to see the trees and mountains. High storeys cut off that view Acadia has a law no higher than 4 stories.
- Kingsland between 5th St. & Elbow Dr. from 71st Ave & 82 Ave.
- Do not change any zoning in Chinook Park or Kingsland
- -To many additional cars in the neighbourhood- these large scale developments would only increase the cars in the neighbour. The average family owns two cars. Therefore, more cars would fill the streets in these areas. Therefore, this would only increase emissions, congestion and noise factors.
- Marda Loop is too dark now with the 4+ storey developments. Please ensure light can get to the pedestrian areas.
- Corner of Heritage and Haddon, traffic is congested there already with transit.
- Ensure supply of 3,4, or more bedroom units for families and parkades for 2 car family.
- Please be careful [illegible] increasing traffic @ Elbow Drive & 75th Ave SW. It is very busy the high school, shopping centre, church etc.
- Southland Dr & Fairmount Dr. SE. Area predominately single storey residential. Multi-storey currently not more than 2 & should remain as such. Intersection currently troublesome as no directional lights in the N/S direction.
- One needs more detail regarding what is being proposed to determine whether it is appropriate for an area, or not.
- As bylaws pertaining to exterior lighting has not changed to protect existing homes from light pollution. I feel that any additional building projects is only going to increase this problem. I'd like to see first- bylaw protection from disturbing exterior lighting within residential areas- before further developments go up!
- Haddon Road & Heritage Dr. Intersection is not wide enough to accommodate long buses and the present traffic. This intersection along with bus lanes (Both coming & going) needs to be rebuilt.
- All areas, as development increases, C-train stations are fixed up, the bums move in and crime goes up as well as litter. The money needs to be spent on police and transit security.
- The nodes along Elbow Drive are not suitable for large scale developments as they do not match the character of the communities.
- Affordable, sustainable housing is a must where people can get around without a car. In areas where high rise developments could block a lot of light or create high wind corridors (Such as the new Kingsland junction condos) effort should be put into mitigating the spots that have become gloomy and windy with adding more trees (Or other elements?)
- An idea for integrating developments well into the community would be green space/ parks/ trails (New or integrating into existing) as many in the community have noted,



pedestrian accessible spaces should be a key focus. More “Main Street” style commercial would also be good. Community residents should feel encouraged, excited and safe to explore the area on foot.

- Elbow drive & 75 Ave SW is not capable of sustaining greater residential density. The intersection will not be able to handle the increase in traffic, safety & impact on HWW High School must be considered.
- Acadia @ Willowpark Drive is fully residential! No large buildings.
- For me to approve any large scale development over 4 stories all the suites would have to 960 sqft or larger. Most of the plans that I have seen are under 900 sqft. This is particularly true for families.
- I do not think it is appropriate around Heritage Drive & Elbow drive because the existing density & land use designation is sufficient.
- Not between Maple ridge & willow park at the [illegible] there aren't any tall buildings there.
- We have travelled to other areas of North & South America & have been impressed by development around transit stations. Even in Japan its like a village within a city.
- Providing that the transitions to neighbouring single family res are considered & shared green space provided w/in high density developments would be good to have as both a building & a community amenity.
- Would be nice to have a ped connection over transit between Elbow & Macleod, mid-block
- Yes- please save shoper drug mart & the gas station
- No 4+ storeys on Fairmount Dr.
- Fairmount drive bonaventur and elbow do not have room for parking on 4+ story buildings, Do not want more homeless living in area. As making transit stations home
- There is already high density apartment/ condos along McLeod Trail. Allowing 4+ storey development will only add more congestion, extra vehicles in an already extremely busy area. There are ample shops, grocery stores etc. nearby streets in willow park are always busy now. Development on Fairmount Drive will exacerbate this issue.
- If building 4+ bldgs.- stay out of single family neighbourhoods. – Concentrate on land beside train stations or incorporate residential towers/ pkg in mall area.
- Haddon Road and Heritage Drive. The community would be better served with some sort of recreation bon east side restaurants, possibly, lowrise housing but nothing too dense. Parking restrictions are already in effect to past the high school.
- Not opposed to small coffee, or ice cream type shop.
- High rise development on one side only unless there is enough leeway to still allow sunlight on surrounding area. Right now transit areas are high crime vagrant areas. Spacing needs to be provide to ensure clean lines of vision and approach on public safety. Being close to a ctrain station is no longer a draw. Also need & provide parking for large scale development. Need to ensure tree canopy is maintained and suitable & sustainable for climate change
- I don't think large developments should be built within the neighbourhood of Fairview. Other neighbourhoods I've lived in with such developments become congested, raise prices, and push middle class families out.
- 4+ stories is excessive in Many of these areas, when you consider the average house is only 1 or 1.5 stories tall. Consider that such buildings would block light (gardens), and result in being “on display” whilst in your own yard to tower dwellers!

- It would be nice to lay out the plans in a easy to see- comprehend exactly what this will look like. No large scale development needs to be erected in Fairview. Who is paying for all this? Will our property taxes increase. Will the buildings be empty like downtown.
- I don't understand how you have identified the smaller nodes by Acadia Drive and Fairmont Drive and how they are supposed to be connected with the bigger nodes.
- Along Elbow at Southland, Heritage & 75th is not appropriate for large scale development
- Convenience store around or at transit stations will add a lot of convenience for communities to pick up milk, bread, eggs, etc. Then they wouldn't have to drive to a grocery store.
- Large-scale development on Elbow Dr at 75 Av, Heritage Dr. and Southland Dr. is not appropriate for these areas.
- Keep elbow drive as a residential connector- too much traffic would result in a high school area. Develop old YMCA site.
- Only, only 4 storeys do no allow 10-20-30 storie high towers even an intense density development will impact the existing area. No high rise multiple towers @ Glenmore Landing empty space @ & near Heritage Station- good for a seniors home
- I believe 4 stories is appropriate but with the number of seniors who want to remain in the community these buildings would require elevators- we lose many of them as they get relocated in buildings with this access
- I believe 4+ story buildings are fine in the highlighted areas, however careful consideration to traffic volume is a must, or it will congest an already busy area even more and could create more problems than it solves. Elbow drive can easily get congested if macleod trail has an issue due to accidents etc.
- Between southland dr & Anderson rds it's the only green sport/ playground areas for the Southwood
- Specifically Heritage & Fairmont Drive as there is already enough commercial businesses at that intersection
- Please do not change Chinook Park/ Kelvin Grove, Eagle ridge (CKE) in any way from what already exists. A recently done professional survey of CKE Residents shows the vast majority of residents/landowners and tax payers do not want to increase densification in any way. Thank you.
- Fairmont/ Heritage
- Fairmont/ Heritage
- Keep single family dwellings re: help reduce over parking problems. Any apartment/ condo development must supply 2 parking stalls per unit
- Elbow south of glenmore has enough development north glenmore also is residential. 4 storeys are too high keep high rises along LRT & Macleod
- The areas of Fairmont & Heritage; Fairmont & Southland are already far too busy intersection & very unsafe for the more younger children & families that have moved into the areas, as well as older people & runners trying to navigate in Fairview & Acadia
- The z along Acadia Dr. They are small areas tucked into the neighbourhoods, and 4+ storeys would be an eyesore.
- I don't agree with 4+ story development for the reasons I state in question #2
- Along elbow drive. Elbow Drive is not wide enough or well enough to support large volumes of traffic south of heritage

- Southland & Elbow the NE corner, I believe based on tenant turnover, is not attractive b/c parking is at the rear. I recognize this is not 4 storeys but the examples of 4 storeys on 8-6 is similar to NE corner.
- Heritage & Elbow: Dairy Queen w/ drive-thru is great as it is!
- 4 storey is very different than 4+; the phrasing appears to be intentionally deceptive & photos of 4+ building are scaled smaller in photos/. Not supportive of 4+ buildings in our neighbourhood are to increased traffic along corridor. Shadows in residential areas.
- A change from 4 to 4+ appears to be a re-zoning which is not clear.
- Southland & Fairmount are is not a good spot for a transit area. The streets are already congested and are not likely to change with this new plan.
- Areas around the train station are good options to develop & won't affect residential areas
- My only concern is that adequate access and parking is available for the influx of cars/ people for these 4+ story developments.
- I strongly oppose for the zones located at 75 Ave/ Elbow. These would hugely decrease the value of properties in my community, Chinook Park/ Kelvin Grove/ Eagle Ridge. It would also fundamentally change in a negative way a community we love. Our community is not Marda Loop/ Bankview/ Altadore, which are more populated, we choose to live here because it is quite. If the goal is to drive density close to downtown consider upper Mt Royal, Scarboro, Rideau Park, Elbow Park, Britannia, Belaire.
- No, Because that is exactly where development should be
- This is a high end neighbourhood anything over 4 floors is too invasive and will bring down the appeal of the neighbourhood and also the value. Structures over 4 floors would create dark shadows over current homes.
- Yes. It would appear that the drivers of all this planning is to 'push' increased densification somewhat at the expense of community facilities. A good example is the development, or rather, the lack thereof around the Heritage LRT station. At one time this city land was occupied by well-used community facilities accessible via the LRT (ie South Family YMCA, Heritage Health Clinic). Further to the demolition of these facilities, the Kerby centre was very interested in building on the vacant South Family Y site. Their request was repeatedly rejected. As the land is now offered 'for sale' it too is likely to be the site of yet another multi-storey residential building. We now have all the London Tower Residential and most recently the four Trico buildings in this area. So, is that enough? Yes, certainly for now. Are there 'other uses' that are desirable by the residents? Yes! Would these 'other uses' (community facilities) increase the City tax base? Likely not.
- The map is very imprecise! Are you removing the park areas or are you [illegible] to build on them?
- Any moderate to large scale developments require adequate park as well as landscaping so are trees. There are not enough public washrooms in any of these areas. Local businesses e.g. Starbucks, A&W etc should not be the only washrooms.
- I would start by limiting all developments to 4 stories or less especially in the existing residential single family areas.
- Southland & Fairmount, Heritage & Fairmount., Acadia are too close to single family residences
- Yes. Large scale apartment buildings (which are usually closer to 6-8 story minimum, not four stories) that are in very close proximity to a traditional residences can be gross.

Especially when we consider the huge shadows these “sky-killers” can throw across a neighbourhood. I think new developments directly against a neighbourhood should be very carefully considered. Again, the “four+” designation, is in my opinion, used to hide a fact that most of these buildings will be much bigger than “four stories”...more transparency here please.

- Bankrupt developers and unfinished developments:
- And to ensure developers actually start and finish these projects, I know the City can do a much, much better job here. There must be deadlines to start a project and finish a project. Why are some projects started “illegally” without proper permits, only to be shut down by the City months later? Eg. 7603 7 Street SW. Senior’s assisted living residence. An eyesore and a great example of the a failure at the City Planning Department to assure the community that “development is good” as the giant site is essentially an eyesore, with zero consideration for the community. Eg. Never shovel icy sidewalk, and shut down entire West side sidewalk, about 300 feet). It sits idle as I type, due to financing issues and lack of a proper building permit.
- We like our family neighbourhoods as they are. We do not want large-scale development to ruin our neighbourhoods.
- Kingsland is over crowded already with Apt. Bldgs!! Where is the green space/s for all these people? Families? The park S. of Kingsmere Gardens, “gone!” to development of apt. Bldg. No more family space! So sad!!
- The node area south of Willowpark Drive at Macleod should not have buildings exceeding 4 ½ stories. The subdivision of Willow Park (Estates) was zoned single family residential at inception. Most of these homes exceed city average values – into the millions and are well maintained and extensively renovated.
- To create a shadow eliminating the sun in late afternoon especially in winter by highrises would affect the value of these homes, which of not unethical would have legitimate expectation of compensation for loss of value!
- The communities do not have enough space to warrant 4+ stories and they wouldn’t fit into the communities along the C-train tracks.
- Where 7 St SW meets Heritage Dr, the roads do not connect as shown on the map in this package. 7 St ends as a cul-de-sac and moderate to large-scale development on 7 St SW is not appropriate (Close to Heritage on 7th)
- I love the idea of making LRT stations double as commercial hubs including cafes and restaurants and shops.
- At the end of 75th Ave by the school/ playground
- There is enough apartments & large scale development & already around this area & this area could have been used more for something like an off-leash area.
- Increased density will only cause higher vehicle traffic, The street I live in, Fairmount Drive is already crowded as it acts as an alternative feeder road for people travelling to downtown and shortcut to Glenmore Trail.
- I would like to see more indigenous consultation & planning going into these types of civic projects.

## Topic 1: Question 2 – (Macleod Trail S and Community Corridors)

- **Are there any areas along Macleod Trail S and Community Corridors (as identified on the map) where you feel moderate to large-scale development (4+ storeys) is NOT appropriate?**
- **If yes, please explain where and why. Please also share any other ideas about how we can ensure development along Macleod Trail and Community Corridors integrates well into the community.**
- The "community corridor" along Fairmount Drive running from Heritage Dr. south past Southland Dr. is already insanely busy. if you place more 4-story buildings along this, all that will happen is you'll get a 33-Ave in Marada loop situation developing again. single lane traffic, congested to the point of citizen unrest, and people wanting to move out of the area. STOP PUSHING AND RAMMING DENSIFICATION DOWN THE COMMUNITIES THROATS ! many citizens have already voiced their displeasure with this
- I dont believe any area should go from a single storey 'family' house to having even a 16m development next to it. The scale needs to increase moderately & not radically & 4-6 stories is radical. Additionally, when these topics are discussed in the engagement, the presenters specifically disconnected 'nodes' from any topic concerning height and density, as this would fall under 'land use amendment'. It think this is deceptive & misleading especially since you are now asking for feedback here
- The area along Bonaventure drive between Heritage and 94th avenue is already multi-family dwellings. No high level buildings immediately across the street from residential areas. Also, parking needs to be considered. Any increased density should also provide ample parking for residents and visitors.
- Expressed above. At whose expenses. Has consideration to more crime and violence. With increased population it will make our beautiful legacy communities at risk of this. No more big box stores. It will put small businesses out of service. Loss of value in residential properties, over crowding, side streets and snow.
- Same as previous answer.
- Only Macleod trail is is appropriate.
- Please leave elbow drive as is. Macleod trail is better built for traffic and density. It also has more services for walking for people in apartments.
- Not along elbow. It would be okay to build under four storey at the nodes of elbow and heritage or elbow and southland; but please leave elbow alone. We love our streets and it brings out identity with having things quiet. Build up higher closer to downtown on elbow or build along macleod which is already oriented towards density. Elbow can't handle more traffic and it's very dangerous to cross the road already. Or make one whole lane a bike lane so cars use it less
- Building along the Corridors should not be anything more than 4 storeys. Again, negatively impacting the houses around them and increasing traffic. There is no way that this will be allowed to continue North along Elbow. Those communities will strongly oppose this for the same reasons I am stating.
- The community corridors along elbow drive are vibrant and feel like true established areas of Calgary,. Putting up taller buildings would take away this feeling and leave them merely being places to live. Macleod Trail is where a we should develop, but leave pockets of what makes Calgary great just nearby. Overdeveloping these areas pushes families to suburbs and houses get bought by slumlords, we have seen it before.

- The area adjacent to Elbow drive is not suitable because you cannot have egress directly onto Elbow Drive and since there are only a few exits from back alley, you would have traffic congestion in a back alley
- There is already significant high density available along Elbow Drive. This includes MayFair Place, the condos in Kelvin Grove, the apartments/condos in Chinook Park and the apartment buildings in the Hays Farm Complex. How much more do we need? Is the goal to simply have high density buildings along Elbow Drive? Why do developers have more input than current R1 homeowners? R1 Communities want to retain their existing character, sunlight, green space, mature trees and property values.
- The proposed community corridor along Elbow Drive within Chinook Park and Kelvin Grove should NOT be considered for moderate to large-scale development (4+ stories). Chinook Park already has 8 condo/apartment buildings between 75th Ave and 82nd Ave, along Elbow Drive, which provides ~ 85 units for 200+ residents. Kelvin Grove also has ~495 apartments/row houses. How much more density is really necessary in these RC-1 districts? Multi-density development of 4 – 26 storeys is not reasonable.
- Elbow Dr dev between 69th Ave SW and 75th Ave SW(600m long) and between 71Avenue and Heritage Dr(520m) should not exceed more than infills/R-C2 or perhaps row housing. Higher dev, given vehicular access along the alley is only from 75th Ave and 71st Ave, lends to speeding and congestion. The Glenmore Trail Land Use Study, should have been listed as 'City-Led Projects (past and current)', states under Cl 4.3 - Guiding Principles: "Land uses must be supportable by the local road network".
- The stretch of Acadia Drive, south of Southland Drive for the same reasons outlined above. The exception is the immediate intersection of Acadia Drive/Southland Drive.
- I would have to know more re location and size. Some locations it would fit in but others might be questionable ?
- "I feel Elbow Drive already has many apartment buildings and this seems dense enough. It is also very residential and a large building will change the backyards of many who have houses on the other side.
- I think there is a lot of opportunity to build condos on McLeod Trail to make that a more desirable live, work and shop area. There are many empty lots and run down buildings that could be better allocated towards a London Towers type development."
- I am unsure of what a 4 + story building is. Could that include a large apartment complex like the Londons?. A definition of a 4+ story building would be critical.
- I do not not believe anymore apartments or condos would be beneficial in Fairview, or community has several which could be updated.
- Acadia Drive. I'd rather see row houses as in Mackenzie Towne. Makes it feel more like a community.
- Along fairmont and Acadia drive, for same reason as described above. It's part of the older neighborhoods and the spacious streets and limited direct access to the roads helps to limit the buildup of traffic during rush hour. By crowding the current street would increase traffic and decrease the appeal to live i these communities
- not on Acadia Drive
- The Community Corridors should have height restrictions to one storey so properties are not overshadowed by their neighbours. New developments should not be able to have a second storey beside a bungalow and should not block the sunlight from the neighbouring properties.

- Once again I feel that 4 storeys is the highest that a building should be built. Parking becomes an issue and it becomes an eyesore.
  - Acadia drive and fairmont drive.
  - All
  - Increase in police presence would need to be factored if you were to do so, Crime rates are higher within walking distances to C-Train, if you want people to live/work near transit, it's the city's responsibility to maintain police presence, and ensure they have the funds for this, it should be part of your budget. Not sure Calgary, truly HAS the budget for these projects/developments at this time????? or will this be more debt for Calgarians?
  - 4+ storey buildings significantly change the functioning of surrounding properties (i.e. blocked sunlight, privacy issues). Surrounding properties should retain ability to approve/disapprove developments.
  - I live in Kingsland and feel that this community is taking the brunt of the high density and high rise buildings (4+ story) over the surrounding neighbourhoods. To me, the City has unfairly already selected Kingsland to take the majority of 4+ story buildings. It is time for some of the other communities to take their share.
  - McLeod Trail is the hilltop of these communities. Any building over 4 stories will block the skyline for all residents in these communities. Taller stories need to start in "valley" by the LRT like London Town The idea to increase foot traffic along major thoroughfares like Elbow and McLeod makes no sense to me. infrastructure power, water, sewer will not support development on Elbow and McLeod yet nobody wants to talk about that Space LRT tracks is logical to put in required infrastructure.
  - There are numerous "transit station" points or "transit nodes" identified on Fairmount Drive and Elbow Drive that should NOT be considered for blanket moderate to large-scale development! Each of these transit nodes must be evaluated individually with extensive neighbourhood consultation to determine if development is appropriate.
  - Bonaventure drive between anderson rd and fairmont is already quite congested with all the lights and school zone right off fairmont dr
  - Any residential areas where residents have made commitments to ownership (financial, time, etc.) should be considered when negotiating any type of redevelopment. These situations sometimes do not leave the residents with choices in their situations
  - I don't think large apartment buildings should be close to or across from schools and parks where higher density could increase crime and parking/ traffic issues.
- 
- "In my opinion, the large scale developments should be limited to the stations and nodes where commercial developments already exist.
  - If large developments were to be approved in the corridors, careful consideration, rules and screening (green spaces i.e.) between the back of these developments and the single homes behind should be taken into account."
  - See above.
  - Along Elbow Dr anything over 3 stories would cast an immense shadow on the surrounding houses. The people have lived here for quite some time and have put a lot

of hard work into landscaping and their gardens. This shadow would seriously disrupt all the hard work and money they have put into this. Also, this would reduce their property values as it would reduce the possibility of future gardening due to the large shadow. The taller the building the larger would be the number of houses affected

- anywhere where existing parks/green spaces or mature trees are. we need to cherish our established trees, not get rid of them. putting buildings there instead defeats the purpose of healthy living in a modern city.
- I am against such zoning changes on areas that deal with Willow Park Golf course and the lands bordering it. I would not like the views from my home to change from trees to buildings.
- Speaking for Fairview only. There is already quite a bit of high rise apartments and mid rise apartments. What is the reality is heavily parked on streets and filth in those black lanes from tipped over garbage cans. I would want to see smaller buildings built with appropriate amounts of parking and managed trash! Mixed use buildings would be great, commercial on bottom, residential on top. These buildings need to be planned and MAINTAINED.
- See above.
- Same as above, there must be additional low income options for all Calgarians, not just the wealthy that can afford these new builds.
- I have no objections to 4+ storey development along MacLeod trail. I object to 4+ storey development along community corridors.
- Acadia Drive north of Willowpark Drive. 4 story buildings do not fit into the community.
- Keep R 1 communities R 1. People have paid premiums to live where they want. I don't want a fourplex next to just because somebody wants to make money on development. Hands off Chinook park. Not even community needs to have duplex's and four plexus on every street. Windsor park is a mess. R1 is one house on a lot. We can already walk to our shops. We don't need more traffic and parking. We paid a premium to live in Chinook Park. An awesome R 1 community. Lets keep it that way. Hands off!
- The 'community corridor' of Elbow Dr already brings heavy rush-hour traffic through residential areas twice a day. The non-rush traffic has increased steadily over the years. The level of traffic noise and dust from this traffic has increased dramatically. Promoting heavier use by adding more commercial and multi-residential development along the route would further exacerbate these problems, diminishing the value of existing residential properties.
- See above.
- Acadia Drive
- I do not agree with 3+ stories development is not appropriate along Elbow Drive where they back on to R-1, single family laneway
- Unlike most of Elbow Dr (and most other corridor locations indicated) the west side between Southland and Anderson has no separate sidewalk and very limited setbacks from the road. Larger development here is more likely to cause congestion with exiting/entering traffic. If larger building are ever placed there, a different design or further setback would be required to accommodate safe walking (where you already feel too close to traffic)
- There is park space south of the southland station and green space on the west side of the anderson station that need to be preserved and or improved. If larger residential



buildings are going to go up there needs to be more greenspace to accomodate them. Human need that. I dont want to live near a concrete jungle.

- Along Fairmont drive +4story would not fit in with the community, and single family residential scale, will block sun to single family yards, increase traffic on the small road.
- Macleod Trail needs to be beautified not developed. Let's put some boulevards and trees down the middle or along the sides. Right now Macleod Trail looks like an industrial area.
- Having buildings on Macleod Trail face the road is counter to using it as a thoroughfare. No one wants to walk near fast moving traffic. 73rd Ave should be used as an example with Kalinka, A-Mart facing the side street. A sidewalk her could be a walkable area along a slow moving side street. To improve traffic on Macleod access to this market by cars should be from 73rd only. This also removes the high speed turning directly through a sidewalk making the sidewalk more friendly.
- Needs many sidewalks. The ones that can accommodate more than two people walking side by side.
- There are current residential areas along elbow drive where high density may not be appropriate. This would fit for Bonaventure and Acadia Drives In many of the spots it might be appropriate as There currently are multi family buildings on Elbow drive. These roads are preferable than inside residential neighborhoods
- There is a lot of good potential for low-rise residential and mixed development along Elbow Drive.
- For years now Heritage Drive has been getting in worse shape. Every season it just gets more and more bumps, holes and other driving problems. Lets plan to spend some money and energy fixing this roadway that goes through many of the communities in south Calgary, as soon as possible
- Along elbow drive. Closer to McLeod & the ctrain station makes more sense then adding 4+ development and all those people to the small Elbow Drive.
- On South sides of the road where existing homes would be severely hindered by sun access by installation of 4-storey buildings. Tiering down along the area would be beneficial (i.e. starting with 2 or 3 storey developments)
- Chinook Park already has 8 Condo/Apt bldgs between 75th Ave and 82nd Ave along Elbow Drive which provides ~100 units for up to 200+ residents: 5 Condo/Apt bldgs between 75th and 78th Ave and 3 Condo/Apt buildings between 80th Ave and 82nd Ave along Elbow Drive. Don't we have enough of these Condo/Apt bldgs in Chinook Park along this Community Corridor? Likewise, Kelvin Grove also has Condo/Apt buildings on the north end of Kelvin Grove. 4+ story buildings will destroy the character of CKE.
- Too much high density housing is both an eyesore and will increase traffic and a strain on the already aging infrastructure, and seems like it is getting worse.. the new trico complex was a complete mistake.
- This level of density is NOT appropriate along Fairmont and Acadia drive. Privacy and sunlight would greatly impacted homes that live on the other side of the alley or beside. Focus on bike lanes, pedestrian friendly side walks and street calming. Duplex's may be more appropriate. Only where the neighbors behind or beside would not be impacted (i.e. impacting privacy, sunlight) 3-4 stories maybe appropriate. Redevelopment must have parking ON THE property (garages or under ground).

- Once again, people bought into R1 neighbourhoods for a reason. For the city to change these now is criminal. Why not develop east of Macleod Trail? There is a lot of unused space, and this would be much better than destroying an existing community.
- Nothing should change on Elbow drive. It will ruin the communities. I moved from Mardaloo specifically because it was too densely populated and became a nightmare. I moved to Chinook park BECAUSE it was less populated, has schools nearby, is family oriented and the houses are great detached homes. I'm starting my family here and this plan basically ruins everything about these neighbourhoods. Develop Macleod trail, it's an eye sore. But stay away from elbow drive
- fairmount and boneventure are residential areas with congestion already. a 5 floor or smaller buildings would work well while fitting in with the community. unless transit frequency is improved it's hard to see how this fanciful plan will improve the situation. more people will bring more cars and traffic. closer to the c train stations large scale might work.
- I think Elbow drive perfectly situated for a north/south dedicated bike lane. If density is increased along this corridor, residents will need more access to carbon free routes downtown. Please consider this. Density is important and inevitable but densifying without considering sustainability is irresponsible
- Attempting to make Macleod Trail a 'more active street' seems unlikely to succeed. Traffic speeds are way too high for me to ever feel comfortable walking or biking there. Why not focus on the community corridors where people can actually engage at street level without fear? I would love to see something like turning Elbow Drive into a mixed-transportation boulevard with bike lanes. Especially because the city's best bus route is already there! And adding more shops along Haddon road.
- Love the ideas!! Perhaps opposite to southwood corner on the corner of elbow and south land drive (next to the library) is vacant land that could also be re-envisioned and developed
- Although I live in one of the Heritage communities, I do not live in this specific area and feel that I shouldn't be advising on developments in communities I do not live in.
- Living in Acadia, it's one of the reasons that I chose this neighbourhood...to avoid the suburban "build up" mentality.
- Please build up! Low income apartments are desperately needed, but not cheaped out buildings, properly done, modern living spaces. Poor people are worthy of nice things too.
- Ample space along Macleod trail to build up. Would not like to see these 4+ story buildings on Acadia Drive. The charm of these bungalow communities is that they are in fact bungalows.
- Again, this would be community and location specific. Some areas despite being classified as a Community Corridor are actually quite quiet to live on and have limited area for parking. The maps provided for this survey also do not provide street names within the communities, which makes answering these questions accurately fairly difficult.
- Heritage Drive is already very congested at the best of times especially when larger trains come through
- Moderate to large scale development is NOT appropriate along Elbow Drive. It is a well established single family dwelling area with minimal commercial; Further high density

development would destroy the community and neighborhood feel. It would also create a parking problem as seen in Britannia.

- heritage drive from MacLeod trail to 14th St already enough development Glenmore Trail from 14th St to Elbow Drive
- McLeod has lots of opportunity for redevelopment, however, traffic is already questionable, particularly around Chinook center. The city needs to be mindful that while McLeod does boast lots of opportunity it is still a major thoroughfare. Provide the numbers on cars per residence for buildings already there versus other buildings / areas and provide a solid outline on the main intent of each area and how parking will be addressed. Along with McLeod Trail could certainly be cleaned up, this is not an area where high pedestrian traffic seems appropriate. Even cyclists are on that road are dangerous.
- Elbow Drive - do not infringe on the residential areas - since MacLeod trail is so close additional commercial is not needed on Elbow Dr; multi-level residential is suitable in many areas along Elbow Drive as it already exists but with MacLeod Trail so close. same holds true for Acadia Drive and Fairmount Drive.
- Displacing residents is not acceptable. If land is available without displacement then yes, adding work, commercial, recreational or institutional is perfectly acceptable.
- Again, develop away. if you were to walk/ bike right now it is dangerous and so spaced out. There are not a lot of opportunities close together.
- There are many areas that should not be developed to four story plus you block out views and cram the area to not be able to get around without traffic jams. Our transit system is so unreliable you need to correct it first before cramming it.
- please don't add anymore large/ mod. scale density along MacLeod trail S. It already looks like a mishmash of crap. Encourage more interesting businesses to come. We don't need any more Dollaramas; bottle depots or giant Value Villages.
- MacLeod Trail is dense now. More development will view worse.
- Reduce crime? All this plan we'll do is bring in more people which will result in more crime
- I would like to see this corridor have an' open' field in development, no higher than four stories, to prevent claustrophobia. Again pleasant mix of vehicle traffic, bike traffic and pedestrian traffic. Small businesses and cafes.
- no thanks!! We bought our property for our current community, views and amenities.
- already too much development. Lack of pedestrian access.
  - o along Elbow Dr community corridor
  - o along Fairmount Dr community corridor
  - o along Acadia Dr community corridor
- Bonaventure drive
- repeat of question one (We have enough crime in this city without cramming more people in one area.)
- repeat of question one (None of them! 😞 don't want large scale development! 😞 Leave things alone! 😞 property taxes are high enough already! 😞)
- Acadia Drive corridor is made of low density housing (Primarily bungalows)- how many houses would have to be purchased & then the land sit empty until this could be realized?
- What is the plan for Transit Station Area @ Southland & Fairmont Dr.?

- All community corridors identified are not appropriate for such developments for the reasons noted above, build for density along macleod trail if you must, where it will not unfairly impact residential homes.
- As residents of Acadia, we can see some possible development of (up to 4 storeys) on the north-east corner of Bonaventure Dr. and 90 St. and along with Macleod Trail S, but not in the heart of our lovely community
- I like the idea of development along macleod & the train stations. I do not want to see more multi dwelling (4th storey), or inclusive/accessible housing choices inside existing neighbourhoods. I am against any social engineering in neighbourhoods that have existed since the 60's & 70's and are beautiful & friendly just the way they are.
- All community corridors are not appropriate. Stop engineering city density and redevelopment- allow it along Macleod Trail where it belongs, which is adjacent to LRT nodes as you call them already, close enough to walk or cycle to for transit users.
- Existing homes and condos. What are the plans for these?
- Again it would depend on what the changes look like. How will this information be shared with affected communities? Being able to visualize a change and vision is important.
- Elbow drive between 70th Ave & 75th and 78th – 80th Ave West side of buildings would back onto residential homes & block sun & reduce their privacy. Difficult to access Elbow Drive from those areas or increased traffic in the alleyway. I would be okay with 2 story row houses in this area.
- Large scale development should take place within 600m of c-train stations as per existing by-laws. It is inappropriate to allow large scale development along Elbow Dr., Bonaventure Dr., Acadia Dr, & Fairmount Dr.
- Yes along Elbow Drive corridor should not have 4 storey or higher development. Again, backing onto single family homes.
- Large scale (4+) inappropriate along Elbow drive where there is no commercial by existing space. There should be minimal disruption to existing residents including parking and access to their property.
- Duplicate what exists with London Towers – anywhere. London Towers are an excellent start to high density living. We love how the grocery store is right there among medical offices etc. this is how Calgary needs to grow. We are a large scale city and need to start to live like one. Gone are the days of building out. We have to start using existing infrastructure.
- All along Elbow Dr nothing than has been noted above. Tall (+3) building block a huge amount of sun light and creates shadows for existing home owners!! Case in point Marda Loop families on 32 Ave get no sunlight in their yards with a 5-6 story building across the alley (South from their property)!!
- See #1 No pedestrian walk lights to cross street to get to bus stop- on 99 ave/ Fairmount SE. More walk lights needed.
- The corridors labeled community corridors where 4+ storeys are inappropriate are: 1. Fairmount Dr. 2. Elbow Dr 3. Acadia Dr.
- It is the similar reasoning from previous response. Large scale development does not fit within the context of the neighbourhood around these corridors. These areas fit developments that are human scale/ friendly
- Keep large/high density/large scale development, out of residential areas, keep to center of city

- Do what you want to Macleod Trail. The 'old' water park site east of the Heritage LRT needs something there other than an xmas tree sales lot.
- For the same reasons as in #1, LSD should not be occurring along the community corridors. There are many homes located along Acadia, Elbow & Fairmount Drives and they are residential. Fairview, a smaller community east of Macleod, has 3 "nodes" & Fairmount Dr. designated as focus areas of growth; plus the coming Midtown Station, a massive high density development , not even mentioned or shown on the map in this brochure! The potential amount of development here would absolutely destroy that small community dynamic... Is this what is meant by "integrating well into the community"?? Insanity!! Midtown will have it's own shops, hotels, restaurants & bistros, Including ~16 high rise towers of 20-42 storeys. This type of development is appropriate only along Macleod Tr. S & Heritage, Southland & Anderson Transit Station Areas.
- Density may be fine again City Hall not in our beautiful communities. Please [illegible] to us!
- There are plenty of spaces/lots along MacLeod Trail where these large builders are appropriate. Community corridors should remain 3 storeys or less. "4+" doesn't give us adequate information to comment. The draft needs to be complete and then we comment.
- Tax [deleted]
- New construction from 75 to Heritage station is over crowded. The apartment for 75 & South are over ridiculous
- Macleod & Heritage is a terrible intersection this needs to be addressed before more development
- See #1
- All of them. You do not need to [illegible] more people into existing neighbourhoods, an example is altador where infill has created parking problems and much more traffic than the area was designed for. It's danderous.
- Same comment as above
- Along Acadia south of Southland Dr. The area is congested as is. Traffic along Acadia Dr in this area would increase and increased development would not integrate well into the community. Development would serve better to be E-W along Southland Dr. Acadia Dr. should not be a main corridor- volume of traffic/ too high already increased by those short-cutting through. Not good with schools nearby. Lets consider all aspects in our planning!
- See response to 1. Above!
- It would also be nice to 'BEAUTIFY' Macleod Trail as it is such an important and highly used road.
- No, all of these areas could benefit from increased foot traffic and reduced reliance on vehicles. I would like to see more areas in our city similar to marda loop with mixed land use zoning which allows people to reduce reliance on cars and makes our streets safer as there is more eyes on the street.
- What do the yellow areas along Macleod Trail indicate? What "existing policies supporting growth" (Grey Areas) Are there
- I would not want extensive development to the east of the Kingsland playing fields, block sunlight in the mornings.

- Bonaventure Drive has high traffic & horrible sidewalks! It's not pedestrian friendly to begin with. Fix that first before thinking about adding more people! Also large buildings block out natural sunlight to residential areas, and isolates the communities inside.
- Why was there such limited distribution in Ward 11? Were some mailed, like mine? Others have to be picked up.
- Recently there has been an increase in crime in my community and having another LRT station closer to the community would potentially increase crime. And homeless people going up & down begging for money. Like they do Chinook LRT 61 Ave SW.
- Most of Acadia dr; it is very residential (between fairmount and Willow Park Dr).
- I would like to propose yhat chinook park & kelvin grove receive parking restrictions due to Hospital & Mayfair (staff & visitor) parking issues which seem to be getting worse.
- Daycare at intersection of Elbow Dr & 89th Ave is not a good idea. Dangerous for drop off (89th is narrow) Busy intersection.
- The stretch of Fairmount Dr. SE between Heritage Dr & Glenmore Trail is highly congested and narrow, and the Heritage Dr./ Fairmount intersection in particular would be a really difficult place to have any kind of 4+ storey development.
- And spending. This booklet is a prime example of the mentality of "The City" and their idea that taxpayers have endlessly deep pocket. Stop Spending!
- +4 stories could be challenging if there are no elevators or if they are not working.
- I do not agree with 4+ stories along Community Corridors as shown especially when the back on to currently zoned R-1 residential areas. Very much opposed
- Please leave R1 neighbourhoods as is. We paid a premium to live here, as we would only live in an R1 community. This would force us out of Calgary.
- On Haddon Rd there is a strip mall and a four story development should not be here. But a much smaller development (one story) could come here
- See above.
- There is no problem creating a large scale development along MacLeod Trail S but not on community corridors because the community corridors are composed of more residential areas. This would create traffic congestion along community corridors.
- Also, we have to think that even creating a large scale development along Macleod Trail S would create traffic congestion too especially north of Macleod specifically intersection on Macleod Trail & Glenmore Trail.
- These areas should be considered residential. I don't see manufacturing or highrise buildings in new communities. As it is, I hear sirens constantly, Drug users, lack of security, thefts, vandals.
- Elbow Dr & 75 Ave SW – Same as #1 above.
- In addition to traffic issues, development must be commensurate with surrounding homes. (I.E. Mass, Height, Quality)
- Where rents are cheaper and they are moving in to smalls spaces that don't fit all their employees. They expect that their inemployees will work from home too.
- Will be way to dense "I love London" complex has produced many more cars.
  
- None of the neighbourhoods
- Large scale development along the entirety of Elbow Drive, Acadia Drive and Fairmont Drive seems unrealistic and impractical. Densification around nodes, major intersections and transit stations makes sense but to have kilometers of large scale development

lining undivided, local roads is not practical and won't be well received by the existing residents.

- With the growing homeless traffic out of downtown coming out along the c-train what about turning more buildings downtown to help the homeless?
- Adding large 4+ storey buildings along acadia drive from Fairmount to Southland does not seem like a good idea. There are already traffic issues during rush hour. There have been collisions. Would much rather see this portion of acadia be walkable/ bikeable with designated zones as many young families walk and bike here.
- No, I want to see walkable neighbourhoods near transit with higher density. That said I would also like to keep and enhance green areas (parks) and walking trails, like in Southwood near Anderson Ctrain.
- Why are these communities targeted for large scale development? Why not have this all in the DT core? There are quiet beautiful communities building high density large scale development will devalue my home and community! High density=high crime
- There is never any parking for people who live there or visitors
- Parking is a problem; as a great number of vehicles are parked on neighbouring residential properties.
- Traffic issues and congestion
- Do not change any zoning! People buy houses in areas with R1 zoning for a reason.
- These communities are not deigned to take large increases in the population and therefore only further congest the traffic on Macleod Tr. Unlike European cities that were designed pre-cars, walking to community amenities works.
- There have been several new condos built with insufficient space for parking near community centre which reduces parking space for activities such as skating, meetings.
- Please do not pave the allies and raise my taxes.
- Elbow drive, with the exception of a small pocket at the Southland intersection, is all residential area with mainly bungalows. Moderate to large-scale Dev. Would not fit!
- All the community corridors. Current roadways are not able to handle increased traffic volumes without major redesign & removal of low rise residences.
- See comment above. In principle development along Macleod Trail is fine.
- Yes if & when it blocks view/sun of existing homes. And cause further light pollution at night time.
- Same as above.
- The Elbow Drive corridor as noted above.
- Where large scale development is planned please make sure to keep bikes in mind! Biking in these areas is already pretty unsafe as drivers do not seem to expect bikes here especially on elbow where the second lane is used for parking. Cycling is unsafe on both the road and the sidewalk!
- N/A
- Elbow drive is not equipped to handle more density & development. Safety is already a concern, as is congestion.
- Elbow drive should not see moderate or large scale development.
- Acadia Drive is all community & not for large scale development
- Same as above
- Macleod Trail S is alright to go large but Elbow drive should largely focus on residential otherwise the character of the area will be lost, elbow drive has lovely mature trees traits

should be maintained. There is not room on Elbow Drive for cycling routes. Further Macleod trail needs beautification & ped access.

- Same as above... the green space in maple ridge is one of the rare ones... it's already terrible for running paths, don't take more green space away.
- All you need to do is travel to Mississauga Ontario & the main areas are lined with Condo's & anchored by stores & restaurants & other business's – a very good vertical use of land
- Elbow Drive: the development example image showing the building @ the SW corner of 50th Ave – this example is, imo, displaying a good example of poor execution with very little ped' realm/ front setback. Too many taller buildings w/ little façade articulation street level & narrow setbacks can ped comfort & feel of road as focal point + speeding w/ reduced traffic calming effect.
- Yes- no bicycle path on Bonaventure Dr & Fairmount Dr.
- -Two way lane is already narrow enough. Unless it is on the sidewalk.
- People moved to a Heritage Community to live in a quiet uncongested, well treed area with amenities. We don't want multi level apartment or businesses here. There are ample shopping centres already with every service necessary. We want to live in a single dwelling area, There are currently apartments and condos within Willow Park. There is no open/ and to develop unless you allow multi dwelling building on land currently zoned as single dwelling. That would be unacceptable for the people living here.
- Fairmount & Acadia are already busy streets & narrow additional structures 4+ would increase traffic.
- Use McLeod & Blackfoot & perhaps sync the lites on as they don't seem to be very well synced now
- I think MacLeod between 75th to Southland has enough high rise buildings. Traffic around the area can be gridlock. Definitely not on Elbow Drive.
- Park space needs to be codevelop within large scale development.
- I don't think large scale developments should be built along Fairmount drive. I believe 1-2 story shops would be appropriate in addition to bike lanes other services for the community like parks & a library would be better.
- Same comment as above. I'd rather see an upper limit debated rather than an open-ended "4+". That said 3 stories may be reasonable in some cases, (townhomes?) \*what about mixed use buildings? Res on top, commercial on level 1?
- Keep our community looking like a community not @ metropolis. Under 4 stories Traffic will be horrendous What kinds of buildings over 4 stories are you looking at.
- I don't understand the value to have 4+ storeys buildings on Acadia Drive and Fairmont Drive as renovations are being done and we have a lot of houses being renovated lately.
- Define "4+" stories. Can't agree or disagree with something not specified. Also a lot of the community corridors have single family dwellings and I'm sure they want to keep it that way.
- Kingsland is a community that already has a large scale development (recently) along Macleod Trail. This community does not need any more development.
- The residential areas along Elbow Dr. , Fairmont and Acadia are not appropriate areas for moderate or large scale development.



- Mid density on Macleod Trail- empty lots near FM sunshine location, empty lot at 50 Ave & macleod SW. Empty lot north of 45 Ave & Macleod Trail next to clay rice restaurant & empty lot next to world gym
- McLeod Trail is congested now adding more businesses without adequate parking doesn't make sense.
- West side of Elbow Dr. between 75th Ave and 70th Ave.
- To the west of this is residential (Which should not be changed). Higher than two-story would be unacceptable- invasion of privacy & not fitting into the character of the area.
- See above
- Macleod trail is fine and additional commercial is fine as that is mostly commercial already but Fairmont drive does not need additional commercial.
- Macleod Trail is fine to pop density, in fact it is preferred. Otherwise, see above answer.
- Along main Macleod Trail development must supply enough parking.
- Main community roadways, Acadia Drive, Fairmont Drive, Heritage drive, off of Macleod Trail
- I don't believe the corridors along Fairmont & Acadia drive should have 4+ story bldgs., There is not enough green space & trails in these areas now & development would only add to the congestion & industrial feel of area.
- Yes. The corridors identified along Dr, Fairmount Dr, and the eastern side of Bonaventure Dr. To put in this type of development would mean ripping out existing housing. No Comment on Elbow Dr as I live in Maple Ridge.
- Please put a bike lane down Elbow Drive. Communities should be developed for people- not cars. Also, I don't support 4+ storey development beside the older residential housing along Elbow Drive.
- Big buildings dwarfing older houses ruins aesthetics of old properties and casts shadows. If we want to attend businesses on Elbow, they don't need to be in 4+ story buildings- that only attracts buildings speculatiinf on unplanned rental space.
- There should be no development around c-train stations that isn't 10+ stories look to skytrain stations in Vancouver.
- Elbow Drive it is fine as is. Your brochure at p.8 makes statement "as growth & development continue to occur". You are making a -fait-du-complit" statement Why does growth & development have to continue to occur?
- See above about 4+ story buildings vs. only 4 storey buildings. 4 storey would be acceptable but larger would be inappropriate. The change from 4 to 4+ storey buildings appears to change zoning types and needs be clearly stated and discussed appropriately
- Too close to residential areas where single & multi family homes in some areas developing these areas also creates other issues, more crime, less parking,
- Large-scale development along existing community corridors where single home dwellings already exist may actually hinder the current community feel of our neighbourhood. (Haysboro)
- Glenmore to Heritage. See above. We don't believe the city would attempt anything like this for upper MT royal, Belaire, Elbow Park, Rideau Park, Scarboro etc despite these communities being closer to downtown. We shouldn't be treated differently.
- I feel I answered this question as above.
- Yes. Where there is already too great a residential density. What is the densification goal the City developers have set? Has a limit been set? Will the City just keep increasing it

in these areas (ie. Kingsland, Fairview, Haysboro, other areas bordering Macleod Tr). There are obviously areas within this plan, that the City dare not tread (Chinook Park, Kelvin Grove, Eagle Ridge, etc.) even though they are listed in the LAP? Shouldn't the City develop some of these areas with 4+ storey developments? No... they are not the areas vulnerable to the City densification plans.

- Too many "pretty pictures" on the map for a proper evaluation very difficult to answer in this!
- There are neighbourhoods & houses located in some of the indicated community corridors that should not have tall buildings beside them.
- Acadia Dr & the majority of Fairmount Dr. should remain single family residences. This will continue to minimize traffic congestion around the many schools & playgrounds in the area
- No. McLeod Trail, aka "little america" is another eyesore, and hopefully is a teachable moment to all City Planners, and Students of architecture and civic engineering everywhere. Rivalled only by Edmonton's Calgary Trail and Crankbrook's Highway One, for grand ugliness, all-round. While traffic corridors are often designed to accommodate businesses and traffic, past designs ignored the pedestrian and cyclist. We know this already. Let's fix the mobility issue: cycling and walking, awful. I feel McLeod Trail would be a great place to add large scale condos community districts. Like the one in planning stages, at the corner of McLeod Tr. And Glenmore Tr. I love the view of Big Four Chrysler from OJ's on McLeod. Joking.
- Don't want multi-family buildings in our neighbourhoods
- Don't want extra congestion, extra traffic, extra people.
- We like having yards. Listen to the people you serve.
- Similar comment as above – high rises to the west of nearby homes invade their privacy and eliminate lateday sunshine.
- These are established communities entitled to the attributes they were zoned for – and designed to originally.
- Macleod Trail is developed enough and there is no reason to add 4+ storeys into the traffic on Macleod Trail.
- See above
- Again I just feel for those of us with animals we have to drive to take them to off leash parks. Instead of large-scale development lets do more parks
- Building 4 Storeys should be the max. When you go over you lose the personality and humility of a neighbourhood.

### Topic 1: Question 3 – (Haysboro Industrial and Fairview Industrial Area)

**Are there any areas within the Haysboro Industrial Area and portions of Fairview Industrial Area (as identified on the map) where you feel work/live, commercial, recreational or institutional uses that complement existing light industrial development ARE appropriate?**

**If yes, please explain where and why. Please also share any other ideas about how we can ensure within these industrial areas integrates well into the surrounding areas.**

- I think the existing commercial/ light industrial area can be developed for higher density to creatively integrate with residential neighbors. Developers should be held to a higher standard of sustainability & investing back into the community. Designs need to be more inspiring. A dvlp should not be a cheap repetition the same CRU or residential design as per your precedent images. Our taxes shouldnt pay for their profit nor does this invest/make residents proud of their area.
- I see these areas as attracting more crime, drug use,
- Ensure there's services that people can walk to and that the transit shows up on time.
- Follow what cities like Vancouver have done where there's the ability to use accessible transit and walkability to get to needed services. Too many neighborhoods in Calgary are isolate with only access to big box stores. It's depressing.
- I don't understand this question. It is poorly worded and does not seem to be grammatically correct.
- The industrial areas would be better suited for high density areas.
- There could be multi-density homes (4+storeys) incorporated into this area, with green space for parks/walking areas, etc.
- Haysboro area (outlined in purple). This area is already extremely close to a high-traffic area (off of Southland Drive) and in need of re-envisioning/vibrancy.
- When a term like work live is used that feels like it could mean almost anything. Must be more specific.
- Hopefully our residents and homes are respected. Our communities are well established and all well loved with a real sense of belonging, which in today's society is essential. We have to be careful not to disrupt this much needed sense of home!
- Horton Road has a lot of opportunity for all listed options. It is so junky and run down and there is so much opportunity to create a vibrant area close to the C train station. Included in this should be the revamp of that C train station to be safer for those in the community to use. Not be used as a homeless camp.
- All opportunities to development of small businesses in any portion of the Industrial Areas should be explored. The small businesses, work/live options, etc. that are created must be Net Zero and add to the diversity of services/residential options that currently exist.
- Haysboro is very close to MacLeod trail and would be great to have more shops etc , Fairview near Roof mart is appropriate area and somewhat established already
- Any 4+ storey development should be restricted to the valley beside Heritage/Southland transit stations. The height should be restricted to one or two stories above the height of Macleod Trail so it doesn't block the skyline for the surrounding communities.
- Haysboro is largely a residential area. I do not feel that light industrial development is appropriate.
- All
- All of the Fairview industrial area could be converted into some mixed use while still maintaining its "grit". Some condos with shops, breweries. It has potential to be like an "Inglewood Lite"
- These areas are already established areas
- "This is the area where development should be focused, including residential. As mentioned it is lower than the surrounding area so buildings could be taller without destroying the existing communities. It is not on major road ways like McLeod or Elbow so increased pedestrian and bike paths is logical. A pedestrian walkway over or under

Southland and Heritage Drives would be required. Required infrastructure could be routed along the tracks.

- Very poor questionnaire! Far insufficient space to resp"
- These communities have a history in Calgary, and future owners are buying in to this history. It is not appropriate to rearrange these districts, knowing these residents have heavily invested in their properties monetarily, with pride and commitment.
- That whole area needs a revamp.
- In Haysboro Industrial, between the train tracks and Horton Rd there is a piece of land undeveloped. Probably this is an URW for the tracks, but considering a green recreational zone would benefit immensely that area.
- anywhere there. right now it's a no go zone, if some beautification would be happening, one might walk/cycle through there safely.
- Not sure I understand that section. The whole industrial/non-industrial is not defined before jumping into explanation about where you put them. If I understand it correctly, sounds reasonable.
- Anywhere along the CTrain should be mixed use. I think Willow Park Village, all LRT parking lots should be mixed use that incorporate parking . The example I think of is Islington TTC hub in Toronto. It used to be a parking lot and now there are four towers (office and residential) over top of the lot with a podium base linking everything. People live, work and or commute directly from their apartment to downtown. I would like to see that sort of TOD densification planning in Calgary.
- Same as above, utalize already commercial land. Build up and redone RC-1 to RC-2 in order to drive density in the area. Once business surrounding is thriving then increase in other areas. Create demand before supply when supply is already abundant.
- R1 for R1
- Yes - These areas are already evolving with addition of craft breweries etc. Housing and other uses would fit in great there. Transit also close by.
- Live work in this area would be great. Light industrial with decent size condos above would be great for the area and would support smaller businesses and help make the area a bit more vibrant
- Flint road is isolated, but the corner around the intersection with Fairmount/Franklin seems like an area that could have an integrated development of business and residential, tying into the nearby park, and with additional pedestrian connection over the train tracks to MacLeod Tr businesses. The whole northern part of the Haysboro area seems underutilized. Perhaps a "transit hub" but the empty "industrial" Parks depot south of Southland station is another spot I wanted to call out, too.
- Would welcome all land use changes in the Fairview industrial area
- All of them!
- There are some areas on the street to west of Macleod from Heritage to southland where this would be ok. Same to south of glenmore trail between Macleod and Blackfoot where this would be acceptable
- We need to do more to integrate work and living spaces
- It is a great idea to allow development of a mixed nature in light industrial. But we should be mindful of what is allowed in light industrial currently. We do not want to chase out industrial uses in lieu of residential. Certain industrial uses should not be next door to living.

- Horton Road - This is across the CTrain line from the community and is a commercial type space already.
- Literally anywhere in this zone. It's a zone that is otherwise unpopulated outside of daytime hours. So much potential for dynamic businesses in this area with the Chinook Station nearby.
- The Industrial areas along Blackfoot and McLeod Trails would be suitable for additional development, including 4+ story density buildings.
- Along Horton Road seems ideal for institutions to maximize their impact. Great idea.
- First off your statements are confusing. Fix the roads.. the city has a serious bad reputation of approving projects that ppl are opposed to and yet you keep approving them .. you have no regard for what we want. We are going to see more traffic , increase in crime and roads that are already in awful get worse. Stop putting in traffic slowing measures they frustrate drivers and actually cause ppl to drive faster. Stop spending \$\$ on useless make shift projects to keep our lazy city workers working
- I live very near the fair view industrial area, it's currently not a particularly nice area. I think it would be a hard sell for many people.
- In order for that place to feel more livable we need pedestrian friendly infrastructure. Side walks and bike lanes. While the examples you provided look lovely, if parking and street infrastructure doesn't support living in the area it will be not a positive place to live, work or play.
- Industrial areas are the only areas that should be impacted. It is ridiculous to alter existing communities just because the city thinks they are social engineers. My final comment, leave these communities as is!
- Nothing should change on Elbow drive. It will ruin the communities. I moved from Mardaloop specifically because it was too densely populated and became a nightmare. I moved to Chinook park BECAUSE it was less populated, has schools nearby, is family oriented and the houses are great detached homes. I'm starting my family here and this plan basically ruins everything about these neighbourhoods. Develop Macleod trail, it's an eye sore. But stay away from elbow drive
- There are many cities in the world that do that well - where there are brewery's and bike shops and other low intensity, low polluting industry mixes well with sidewalk patios, cafes, restaurants, bike paths, pedestrian areas all co-exist. People can live and work and have access to all they need in their neighborhood. As well this area is close to the train and could be easily connected to downtown Inglewood Ramsay beltline by cycle networks and transit I think it's an area with great potential
- this is a great idea to redevelop that area. the plan must include better transit options and frequency and improved safety on the system.
- I think Horton rd. is underdeveloped considering it's access to two ctrain stations. It is NOT pedestrian friendly.
- I think the recent development in Manchester proves that using industrial areas is a great idea! I hope it focuses on transit and community connectivity. Again looking at the Manchester example, it's so close to the train but hard to get there. And it feels isolated even though it is close to Windsor Park. Overall these industrial areas are great opportunities to build within the city
- "Heritage Drive and MacLeod
- Activity Centre, ymca, sports, mixed use, grocery, entertainment"

- Encourage multi-use and repurposing within these existing commercial areas. Brew Pubs, non-chain restaurants, and activities-based businesses make sense as a compliment to light industrial.
- Although I live in one of the Heritage communities, I do not live in this specific area and feel that I shouldn't be advising on developments in communities I do not live in.
- Nearer to some of the businesses that operate in that area and not close to actual industrial uses.
- I'm concerned the development will attract more homeless. We have a new valley village, goodwill and dollar stores that attract a lot of problems. These areas were never trash hoods, but you are allowing this to happen. Redevelopment should increase our property values and not welcome more social problems.
- The Fairview Industrial area is an ideal spot for Live/Work or commercial uses. Very close to main transportation corridors.
- All of the Fairview light industrial area seems to be changing. Few actual "industrial" business remain - more like a series of strip malls of non-retail. Definitely gets quiet after 5pm, so could be better used with mixed use, and light residential. Close to LRT and Chinook and buses along Fairmont/Centre - would likely be desirable to folks for apartments. Could expand the boundary north of Glenmore along Fairmont Drive/Centre street to include a broader area of very similar usage as well
- Fairview would be a good location for this. Especially with adjacent to Blackfoot trail/ farmers market/ Costco - Deerfoot Meadows developments
- Large scale not appropriate in residential areas
- no, the balance is good now.
- Fairview industrial would be a good area to enhance, with more variety. [Blackfoot Trail / Glenmore Trail corner. [Haysboro industrial already getting too congested]
- All of this proposal should be put towards downtown and using all the vacant buildings to densify.
- Lots of Fairview Industrial has been vacant for years
- repeat of question one None of them! 😞 don't want large scale development! 😞 Leave things alone! 😞 property taxes are high enough already! 😞
- any of light industrial areas could have other businesses, or rec center
- Pretty open to this idea as some of the commercial space is in need of modernization (parallel to the train tracks in Haysboro is quite run down).
- Needs to be some recalculation on parking needs for some of those commercial areas - very empty & large spaces, dirty, and unappealing aesthetically
- Needs to be discussed with those who live in the area.
- Keep development appropriate to the area. No large scale development
- But if development does occur then access from the development to the neighbouring communities should be restricted to minimize the amount of vehicles cutting through the neighbourhoods.
- Addition of recreational would be especially welcomed addition. We have lost facilities (YMCA) to outskirts of South Calgary. Many rec beyond basic city facilities, move further south due to rent costs.
- It already is light industrial. It needs to be developed so people can walk. There are sections of sidewalk missing. At the moment there are many unique, various businesses tucked amongst buildings along Horton Rd. It would be nice to have some of this

streamlined where you can walk from A to B depending on what business they want to access. (example: Dance studio to a coffee shop)

- Horton Road (Haysboro) the condo towers on Horton Road (higher than 10 stories) do not block the majority of the sun for Haysboro residents (Except sunrise early summer mornings) Remember we have to think not only about the designs but the height and shadows they create to existing homes (All over the city!!!)
- More small businesses any where in the areas is good. More recreational or live/ work is good any where in the area. (I don't know what an industrial use is.) All construction to be Net Zero. All development based on 15 minute cities concept.
- The Fairmount Dr & Flint Rd node would be appropriate location for work/ live or commercial development. Improved commercial and/ or recreational devt (w/mixed-use housing) would be appropriate along Flint Rd. Complimenting and improving upon existing infrastructure that already exists along that area. The node/ parcel on Fairmount Dr & Glenmore Tr. Can also be a unique opportunity for commercial/ institutional devt (just have to fix and modify the Glenmore Trail Exit Ramp).
- Maintain these areas, beautify, clean up, fix up, more security, under 4 story buildings if needed
- I don't know how anything other than "light industrial" could be considered in the existing 'light industrial' area in Fairview & be considered suitable.
- Possibly, this type of development might work in the Haysboro/Industrial Area, where there already exists high rise housing (The Pinnacle). With Midtown station already in the works & 3 nodes plus a corridor suggested for development in the Fairview Community, already, this is over saturation of development in this relatively small community, without adding further development in Fairview Industrial Area.
- You tax us to death welcome to Detroit north!
- McLeod at Southland is well spaced. Buildings appear to be well constructed and spaced.
- Horton road between road and ctrain is always in terrible condition and needs something to clean it up and made useful.
- On the Fairview area nothing close to the existing neighbourhood that would block sun into the yards bordering the area
- I live in Hayboro and the area identified on the map as an "Industrial Area" would benefit from some added commercial use. It would be nice if it had a real community feel to it (think Marda Loop)
- Flint Road S.E. Possible recreational or housing opportunities?
- All
- Having more mixed use integrated with the neighbourhood is important. I encourage it within Haysboro and Kingsland/ Fairview Etc.
- Yes for the Fairview Industrial area better integration with the comunity of Fairview would be great. Specifically the area adjacent (Flint Rd & Fairmont Dr). Cravings Market is an excellent start but promotion of similar businesses (Bar, Restaurant, Brewery, Café...) would be great. Also, better pedestrian connections to fisher road/ fisher street would help increase foot traffic to the area, Especially since the overpass on the south side of Glenmore was removed. The train tracks really limit walkability of this area and there are no crossings.
- Where are these on the map? I do not see the light industrial along blackfoot trail indicated!

- Haysboro- lots of people live there, and are not able to afford the extra amenities you think businesses will have to be very selective. Even a bakery couldn't last. How about provide free services instead.
- The roadside signs do not mean much WR hall meeting with residents necessary
- What role has the councillor had with these plans?
- Have you consulted with community associations? If not, why not?
- A new walk way overpass where it will be doesn't directly give access to public shopping areas, or businesses. Macleod Tr from Glenmore overpass to Heritage Dr. SW there isn't direct access to Macleod, actually this area is cut off from Macleod Tr.
- Housing options which compliment industrial use would improve economic viability in these neighbourhoods. Address potential housing shortage in years to come. Retail/ Office use would also enliven these areas.
- The Areas closest to the the c-train stations. Allow for more work/live and transit ridership
- Definitely the key phrase above is: "uses that complement existing light industrial..." Parking for work/live/commercial etc is a major issue in these areas would have to be closely examined for example space for work/live residents to walk and take their kids to play must be taken into consideration within or very near to the industrial areas.
- The lot from the old YMCA is still empty. We had hoped the Kirby Centre would be built there; it is close to the Heritage LRT Station.
- See above
- The areas do not need to have buildings 4+ storeys
- Possibly- needs to be area specific you cannot put live areas next to existing incompatible industrial. Eg do not build a new residential neighbourhood next to an airport
- Yes, these areas are the areas that need to be developed
- Any area on or between Macleod Trail is a headache
- I'm all for recreational improvements we are seeing young families purchasing 50 year old homes as the seniors move onto retirement facilities. Children need places to learn, play & be safe
- I am not as familiar with the industrial area to speak on it but I do feel that it can be good to promote mixed use.
- Nw Corner. Horton Rd & Southland Drive – high density live/work/retail/play Heritage Drive between Macleod & Elbow
- Also there has been a down turn in Calgary; not sure if this plan concept is really necessary maybe rethink and try again.
- Near a bus stop- Acadia needs assisted living for people who do not need long term care. In 2017, a 97 year old person was not allowed to go to long term care after a stroke died less than a month later.
- All of the industrial areas would be appropriate
- Some of the industrial areas could use new development and may attract new types of businesses to Calgary.
- Some of the industrial areas also require remediation or contaminated soil and many light industrial businesses can not afford the remediation so perhaps new development could also assist with this remediation
- No industrial in residential or adjacent



- I think it's an excellent idea to add more spaces such as breweries, cowork spaces, restaurants, and rec spaces here. It's a bit of a desert between Chinook and Fairview. Designated bike paths would be nice here too!
- Flint Rd could use some more development with residential, commercial, multi-level construction. There seems to be ample space.
- I don't know much about those areas or their uses.
- Industrial areas should be developed in industrial areas both Fairview & Haysboro are long term communities why do we need or want to make them more industrial?
- This is a waste of taxpayer money.
- The two concepts are too different to blend. Building highrise apartments will not provide jobs for those that move into these buildings. The industrial jobs in these areas already have employees. Your concepts are facilities to reality and will only further congest these areas.
- It would be ideal to see more sport facilities in these areas as well Hockey arenas, curling, and off leash dog parks.
- Some of the lots should be developed for outdoor use, ie, parks or green space. With sidewalks, access
- I would be great to have work-live spaces in the Haysboro industrial area. It would support more amenities and commercial businesses for existing residents. More density in this whole part of Calgary is desperately needed to support more vibrant communities.
- Haysboro [illegible]
- (lots of empty lots) and not well connected with surrounding areas.
- All of these areas already are light industrial so a mixture of use be appropriate & allow for possible lower cost housing while still having access to recreation & development of green spaces.
- See comments above.
- I wish City of Calgary stop sale of 11 (or 12) Haddon Rd. Make a 3-4 storey high, affordable housing now, Need one now. Right across from Heritage LRT. Access is easy to buses, LRT, COOP, Save on foods, London drugs, etc.
- Put in all the businesses you want, maybe if the bums think there are "jobs" available, they will leave the areas, or be put to work.
- They both are appropriate as they would match existing types of development. The Deerfoot/ Heritage Meadows Industrial areas are another area suitable for these types of developments, specifically along 11 St SW by the Superstore and Walmart.
- The industrial area between Heritage & McLeod indicated on the map would be an excellent location for mixed use because of it's location to other walkable features.
- In the Haysboro industrial area, specifically commercial and recreational development would be appropriate. It would help encourage positive growth further towards the Elbow Dr. Consider, as well as provide positive growth of the transit area(s) nearby (specifically the Southland LRT Station). Thus moving the area closer to goals of vibrancy and safety.
- These areas seem like logical areas for development. Adding density here would have less of a negative impact on the communities than developing 'community corridors'.
- Same as above
- What is there is sufficient as it is
- Quarry Park is an excellent example of how this can be achieved its very successful.

- This is a great idea in theory; I don't personally have enough knowledge of these areas to comment
- Think the area should be used as all.
- As far as Hayboro is concerned I think that area is full possibly low rise industrial along Horton Road
- Need to account for parking need to create more tree canopys into neighbourhood. Trees that will work with our climate change toward drought
- Nothing in this plan ties in with the idea Heritage Communities
- All of them. Doing so should aid in enhancing safe and accessible pedestrian routes, while preserving industrial areas.
- These industrial areas are becoming really interesting nooks for small businesses like brewers. Since development here wouldn't put pressure on bungalow dwellers I think it's a great area to develop.
- As long as noise levels are considered, it would be great to incorporate additional development in these areas. Can it also include better pathway systems? If Farrell rd becomes busier to commercial traffic, would be good to break the road between the 2 areas.
- Aren't there toxic ground soil in parts of Fairview industrial areas.
- Current, North Fairview into Residential.
- Not familiar enough with those areas
- RE: Citizen comments
- Sidewalks- to my knowledge the only residential area without sidewalks is Eagle Ridge
- Bike lanes- We have an acclaimed bike pathway system we do not need any more bike lanes. Also bikes should need a license- bells are mandatory but one would never know it
- Is a community swimming pool considered light industrial?
- These communities require a swimming pool.
- Make certain that these are lots of green space & lots of tree planting e.g. Don Mills, Toronto light industry as is. Require proper non ugly fences & green landscaping around each site – old & new
- See #1
- All of those areas with our trust in the experts- city planners- to integrate the uses in a way that provide affordable living options and decrease the need for cars.
- Everywhere! More mixed use will be very useful and provide more options.
- Industrial and over 4 storeys in Haysboro only east of Haddon Rd. Southwood only east of Sacramento Dr. and Sabrina.
- It would be great if the area on Fairmont @ the national arts centre could be developend into playgrd for children in back where arena collapsed in front up baseball diamond. I moved into Fairview 4yr ago from Ont & I've noticed in my area more older people are moving & young people starting their families are moving in... all would benefit from more greenspace trees.
- I noticed that the Haysboro City maintenance yard on Haddon Rd wasn't indexed on [illegible] Why was that?
- Additional information about use or examples of business types would be helpful. Current information available lacks any detail.
- With every industrial development & residential area there are concerns that come up.
- Safety, crime is increasing, how will the residents feel safe.

- I would like to Assure that small industrial players are mostly confined to industrial areas. We at Abbott Place are overrun by landscapers and their ilk. On our short street we have at least 5 landscapers. Slightly in excess of our needs. This will only get worse as homeowners are driven out
- Immediately on the East Side of the Ctrain line between Heritage & Southland Drives is a "no-mans land" that could be used as a long narrow recreational space. Right now it's only used to park new ctrains when they are acquired.
- This makes much more sense to me. Low rise buildings would add to the safety and appeal of this industrial area.
- I don't know
- Explain the way we can evaluate this!
- The majority of these areas could benefit from work/ live recreational options. Keeping in mind infrastructure constraints as well as minimizing height to 4 stories or less where possible.
- Yes. This area is essentially devoid of life, and could use more development here. Eg. The London Towers etc are a great use of space. This district is quite a distance from the actual community, so large towers would be welcome. The "Barley Belt" and similar brewing districts are a great example of bringing people to desolate areas. Voila. Note: The City of Calgary was famous for hindering the expansion of patios and other obvious Summer requirements for such businesses. Knowing embarrassment and the Pandfemic has streamlined the implementation of parking lot patios and street sidewalks, let's hope these ideas remain flexible for businesses. And the red-tape of the City does not once again wrap good ideas in bureaucracy.
- Residential or recreational uses in areas of light industrial (ie near Glenmore Trail) make much more sense than forcing density changes to well maintained original communities built to standards and zoning seen to appropriate by the city
- Between Heritage & Glenmore then Macleod & blackfoot
- Make it more accessible to get to this area off of Macleod
- Same as No. 1 as I live close to the intersection between Flint Rd & Fairmount Dr. Historically there has been many accident occurring in this area whereby cars parked along Fairmont Drive getting hit by traffic or cars ramming into houses. I fear this will only worsen with higher density development.
- Yes this is a good idea. I have lived here for 30+ years. Thank you!

## Topic 2: Question 1 – (Direction for Growth & Development)

**Do you think the direction outlined (above) will help ensure growth and development integrates well into the community?**

**Please explain why and share any other ideas about how we can ensure growth and development integrates well into the Heritage Communities area.**

- I dont see anything that "ensures" what a developer will do. I agree with the principles & the philosophy but these are blanket statements used throughout all other area plans.

What are the specifics? I unfortunately still think we need to plan for parking. Calgary transit is anything but "consistent". Yes, I want more parks, bike lanes, activation AND consideration for wildlife. We need to think beyond people too. MODERATE increase of scale is important, not radical change in height and density

- "McLeod and bonaventure could use improvements and these ideas may work.
- I fear my house will lose value. This is our retirement.
- Have anyone listened to the feedback already provided.
- While the transit corridors is a good idea, bike trail, walking trails as well but i hope it does not ruin the beautiful communities already established."
- Parts will, but these areas are small pockets where things are pleasant and that's part of their identity. When you add density you change the neighbourhood. It's important to add density in areas where traffic and services work well, so Macleod trail is excellent and badly needs to be revitalized. I wish the city would focus its efforts there and it's hideous and such an integral part of the city. It would make sense to have it more desirable to live along there.
- I think the idea is nice, but the people who developed this don't live here. I think the plan is great for macleod trail, but please leave haysboro alone. It's a great community and it's culture is of a small town vibe that people love. We enjoy waking through a calm neighbourhood, if you bring more density to the west side, we'll quickly lose this. Elbow is a quaint street that doesn't have the capacity for more traffic. Please build on macleod where there's ample space and the need for revamp.
- I think leave the west side of haysboro as is. It makes the neighbourhood a great distinct neighborhood where people love to live. The far east bear macleod needs revamping badly. Please make these into centres where there's density and lots of access to services. Please beautify macleod as it's hideous. Elbow corridor needs to remain as is unless you want to build under 4 storey on the corners of heritage or southland. No to along the rest of elbow.
- I think the majority of it does however I think to respect the vernacular of the neighbourhood, it's important to understand why people love their neighbourhood. Haysboro is a quaint neighbourhood with single bungalow homes and I hope it will stay that way as it creates our identity. We love the feeling and I'm worried the city will hand out permits to developers to make multi unit dwellings. This loses the identity of the neighbourhood. It also great reduces the market value. It makes the place
- In phase 1 you received major concerns regarding changes to R1 zoning/density and yet nowhere in your booklet or website, do you even touch on this subject. You are not being transparent with the changes ahead and the HUGE impacts this will have. R1 communities do NOT want a "range of low-density housing options" Families bought in these communities and pay increased taxes BECAUSE they are R1 neighborhoods. Allowing row, duplex etc changes the character of the community and is unacceptable.
- In good faith, homeowners paid a higher premium to live in R1 areas; both in the initial price of their homes and their annual taxes. Their quality of life will be destroyed with high density buildings. There will be significant loss of privacy, sunlight, canopy growth and green space. Homes will also devalue in price, which many people have invested in for their retirement. New areas, not established areas, can be developed to accommodate high density. Quarry Park is a prime example.
- Families paid a premium in order to purchase a home in RC-1 districts, together with additional taxes each year. Why should their quality of life, privacy, loss of sunlight,

setback/height restrictions, etc. be impacted in order to accommodate this increased density, together with associated traffic/parking issues? Who is going to compensate for the loss in property values adjacent to this development? Furthermore, why should developers have more rights/influence than the existing landowners?

- "I do feel there are some good ideas & would improve growth and development in the industrial areas. Growing pains, drug use, Listening to home owners,
- No more big box stores. We cant lose the small businesses.
- More intimate businesses are need on along Mcleod and Bonaventure.
- No mention how we would sell off/subdivide a home that has a 2nd one added on it. Could ruin my home. Dont like change to already established beautiful residential areas."
- If density is going to be increased, accessible green space that can be walked to within 5 minutes is very important for all, particularly children.
- I have two areas that I think are very important. One I mostly ride my bike. There are lots of areas where the paths are not consistent and contiguous! (Specifically the area connecting heritage to the river path) this makes riding confusing and occasionally unsafe. Second I think multi story developments are good for the community, I would like if they would be required to include green space and mix use especially retail components.
- The direction appears to align with the '15 Minute Cities' concept that I highly support.
- Only if the progression goes as discussed in the plan but I don't have any faith in the City incorporating any fairness in the development. From experience, I've seen the City put on a big public show with this type of process. Lets face it, the City has already made up their minds and this is purely window dressing pretending they are engaging the public.
- It will bring down the value of our houses.and will become a eyesore,to the neighborhood.
- Include more benches along the way. Seniors like to get out and walk but need to rest along the way.....as I am sure others do also. It is all about aging in place.
- You could start now by discouraging drug addicts/ homeless and aggressive pan handlers from loitering in and around that whole area. I have been approached/ harassed and verbally abused for not having money to give them. Drug paraphrenia laying all about. It is getting to be a serious problem in the area and it is not safe as of now for a pedestrian experience.
- Generally agreed, except that N-S pedestrian and cycling connections are just as important as E-W. Great corridor opportunities exist along LRT line and 14 St that are currently chopped up or only for the brave... limiting effectiveness. Previous LRT station expansions have been spotty in consideration for pedestrians (i.e. Haysboro bridge is great. But the old narrow crossing at Anderson was left as "good enough", and at Southland pedestrian refuges and connections to roadways are laughable)
- Im not sure the area needs more apartment buildings. There are laready many vacancies. I think people move out here to get away from that. We need to beautify the area and add more greenspace, more bike friendly. Macleod is a busy street with big box stores, i dont think you will ever get a cute community feel around it. Elbow drive might work though.
- The city requires Macleod to be a thoroughfare, so it should not be a frontage. Those are opposing requirements. Make side streets the frontage, where traffic is slow and friendly to pedestrians. The same is also true of Elbow Dr, the frontage should be on side streets. Such as how Anytime Fitness is off Havenhurst Cresnet. The traffic at

Havenhurst is much better than at Shoppers on 75th. The side street access for Shoppers is too short to adequately handle the traffic.

- "Based on what I have seen to date changing zoning and developed based on these grandiose but simplified plans has never translated in practice. Disastrous outcomes on the ground abound.
  - If we can actually get the character of the neighborhood protected or dare we say enhanced more would be on board. Calgary is an ugly city, with Billions poured into the city over the years vision was really lacking. What is our legacy? Certainly nothing to do with poets Lauriat or birds. Let's do better."
  - Macleod Trail presents numerous opportunities for development that serves the liveability, sustainability, and happiness of adjacent communities. I am particularly excited to see improvements which make cycling a more comfortable and convenient option along and to this corridor, as well as enhancements to the tree canopy and natural areas, renewable energy systems, high efficiency and electrification in buildings, and establishment of vibrant public spaces -- particularly near transit stations.
  - I note all improvements in the plan are in lower income areas. How about "improving" eagle ridge and adding some higher density near the reservoir. It looks to me like nothing is planned west of 14th st.
  - With most of the heritage area zoned R1 the population has decreased over time. Higher density development is needed to ensure our local businesses are supported.
  - I am so glad to see a focus on East-West connectivity! It is a running joke in my social circle that we can go anywhere, as long as we don't have to cross Macleod. I am also very excited to see a focus on developing the transit hubs. There is so much potential to create interesting places surrounding the C-Train stations.
- 
- I think 75th avenue west of elbow drive is wide enough to have a bike lane and still have street parking.
  - I am particularly interested in redevelopment around Southland and Heritage LRT train stations. I no longer take the LRT downtown with my children (we used to go visit the downtown library) because of drug use on the train platform on a sunny weekend afternoon. There needs to be more going on around these stations in general, rather than just a platform behind chain link fence.
  - It was a shame that the Heritage YMCA was abandoned. It was very centrally located and seemed to serve as part of that hub concept next to the Heritage LRT and Heritage drive. Another Fitness Centre right smack in the middle of the district would enhance the mixed use vision. Now you need to get into a car and drive to work out... Maybe the Acadia Pool renovations will help give a local option?
  - "Maintain as many R-1 status housing, especially where elderly people want to age-in-place. Those areas need to be extra safe for vulnerable residents.
  - Enforce existing development rules (ex. green space on redeveloped lots, liquor/pot stores proximity to each other and to schools). Calgary has a poor history of abiding by its own legislation. Previous development has been concentrated into a few areas only. Poor planning so let's see some useful creativity to achieve Calgary's potential."
  - Please increase safety and vibrancy around train stations. Adults and school children should be able to travel safely. Would love to see businesses, coffee shops, convenience stores to increase ridership and safety. Also, let's not forget turnstile

entrance/exit points. With the increased emphasis on charter schools, kids (grade 5 to 12) are needing to get around the city just to attend classes. There are great SR and JR schools near the Heritage train station, but the stations are scary.

- I think concentrating on community connection is important - McLeod trail is a big divide - pedestrian overpasses are good however people are lazy and prefer St level especially with our wild weather.
- You will change your mind in 10 years and force some other development plan. what is the point of transit oriented development when you remove the door handles to the stations??? Be creative rather than following other jurisdictions mistakes.
- With considered urban planning there is space for building that could be mixed use in both Haysboro and Southwood handling something like Britannia off of elbow. As long as parking and in out access is thought out. The parking lot at the building on the corner of South landed elbow with the 711- is not intuitive or easy- needs more flow.
- The plan looks reasonable on its face. I think communities were development / redevelopment is planned should still have the final say on what projects are approved. I appreciated getting this type of information and the opportunity for feedback. Well done!
- And further detail is needed. Ward Councillor should be consulting their constituents. ie Kourtenay Branagan Ward 11. Most people don't respond to mail out surveys this also looks like junk mail at first glance and most people would toss.
- I would adamantly oppose any changing of R1 zones in these neighborhoods to allow for infills or carriage houses to be constructed - all R1 homes should be maximum of two stories.
- the city may want to consider some sort of building design guidelines since some developers are there for quick flip and it doesn't look good or fit the community. I don't believe enough information has been provided to make an informed decision. Although I understand the merits and the benefits of building up in the city I want to know current zoning, proposed zoning and building height caps. I want a more solid plan regarding the vision for the city to understand if community members will still have a community feeling based on what is around them. Don't think it is fair to say I agree with four plus story development when not knowing what that truly means and how it may impact my neighbor who may end up with a huge complex behind them.
- I love the idea of being able to walk to more local shops, there is not a lot within walking distance from my home at Anderson and Elbow. We have to drive for most of our needs.
- it appears that the city is determined to cram the neighborhoods with high density. My question is would a neighborhood want not high density. Affordable housing when soft and they are not well maintained and often have so many social problems. Is that what you want to bring to these old heritage neighborhoods? I only see a lot of ideology - not common sense/
- I also agree with the citizen comment on page 14 regarding need for walkable commercial focus such as the Marda Loop area. I am very unsure, these are such great little communities and I am concerned that you will just end up bringing them IE London towers - worst idea ever.
- caste driven behemoths are going the way of the dodo, so should we be preparing for a sensible alternative. That means smaller electric driven carts [think golf cart size], trikes and bikes. Make heritage area [except large shipping routes like McLeod] more accessible to future short range vehicles. We can do about 90% of what we need right here. Make it so we can transition to these vehicles easier and safer. Let's be leaders!!!

- NO, it will not.
- these areas are all well established. Just leave them as is. We don't want a bunch of four story buildings within the community. We are all in single family homes and want to keep it that way.
- in most of these areas plain 'maintenance' has been neglected, by private ownership and the city [LRT stations] innkeeping with the 'single family' communities that drew families in the beginning and draw new families back to these neighborhoods, I would hate to see our communities develop more into high rises and parking lots. We have already lost some of our 'natural area' in Fairview / Acadia IE development of Deerfoot Meadows, and meadows mile. Total access to what used to be natural area below hill along Blackfoot trail, now blocked off by high end car lots and businesses. Walking downhill to South Deerfoot businesses also blocked off. Cycling to get onto bow river pathway is a hazardous trek through busy intersection and merge lanes. I am not a supporter of 'Go Big or Go Home' development, that the City of Calgary seems to favor. Simpler, less costly, well-maintained developments will carry the 'family community' concept in these '50s to 60s' family communities for many more years
- the current infrastructure is already overwhelmed. Adding more of everything will only make it worse! More garbage and vandalism and theft.
- other than Fairview Industrial there is not sufficient space. One bus number 10 every 20 plus minutes is not good transit. Don't you even check your information? The address for national Arts Center is wrong and was wrong on your last flyer as well.
  - o why is growth and development necessary?!
  - o 'Citizens comments' sound bogus
  - o here is a genuine comment from a real citizen/ taxpayer/ senior: focus on saving money instead of spending it!
  - o Cease and desist!
  - o Stop magical thinking!
  - o Who needs a plan?!
- because the city is actively promoting wholesale development regardless of common concerns. My community of Kingsland has been accused of NIMBYISM in spite of welcoming three large developments on the site of the farmers market site on MacLeod trail, a new apartment block north of Kingsland school and his seniors lodge on 7th St South of 75th Ave totaling several 100 units overall
- [removed]
- Plan has been very vague to this point – a lot of “blue sky” but nothing really complete.
- Need better East/West corridors for pedestrians
- Willow park village mall (with Willow Park Liquor) along McLeod Tr is a car island w/poor pedestrian & bike access
- Keep parks/ golf courses in area
- Build for density in the core or along existing non-residential corridors ie. Macleod trail, east side of blackfoot, stop pandering to developers and ignoring the rights of existing property owners- stop trying to force change in long established residential neighbourhoods. These proposals are unnecessary and will unfairly impact existing properties. Do the right thing and hold a plebiscite- residents will oppose.
- A very good place for at least three high rises with car parking below and perfect views from higher levels is on the east side of Heritage Park. That place is along the new rapid transit line (BRT) and very close to LRT- Heritage Station. We know..., car parking is



there, that's mean \$\$ for City but encourage visitors to come to Heritage Park by LRT and BRT.

- Parallel with Green Line LRT construction, plan and build as many as possible 4+ high rises along of new Green Line LRT. We think that's it should be the main purpose of the new Green Line LRT with the connection of fare away communities. Doing green not just talking.
  - Build up the Macleod/ Train station corridors w/ mixed residential & commercial 4+ storey development
  - Respect majority of neighbourhood resident's wishes. 10 years ago we were asked if people were in favour of basement suites & multi unit buildings in existing neighbourhoods. The vote was 90% against. We were then told, "we hear you don't want these changes made too quickly". No, We don't want these changes period.
  - Increased density does not belong in the areas proposed with the exception of major routes such as macleod trail south and current industrial areas. Rezoning to allow 4 storeys plus on Elbow Drive is NOT appropriate- access to sunlight is a major issue and cars will still need to be accommodated even though opportunities to cycle and walk are desirable
  - Plan to build the supporting infrastructure before building the 4+ story buildings. Make sure things can run smoothly before the population density is in place. Too often the communities are built & then the road interchanges are constructed & traffic is here for years.
- 
- As long as the changes do not affect property values. NO one wants a commercial property built in the middle of residential properties. You have to keep in mind the quality of life of current residents. Low cost housing can bring it's own problems if it's not built in the right location. The vision and changes need to be shared with community.
  - Haysboro. We have no Aqua or fitness center. South leisure center packed one should have been placed in Jimmy Condon, don't use arenas. YMCA got tore down, my idea water fountain in front of Heritage Park entrance.
  - Keep development in existing areas only. Do not let it seep into single family home development
  - Not all residential areas should be considered for "low density housing options." There are communities that do not want duplexes & townhouses next door to them. This changes they dynamic of the neighbourhood they purchased in. Increased traffic, increased noise. Change in structure of neighbourhood.
  - This is a divisive process that is tearing communities apart. On every online forum I've attended concerning the Heritage LAP the responses by the participants is overwhelmingly negative about the process. So it makes me wonder who this process is intended to benefit; the citizens of heritage & the city of Calgary or developers? If the citizens then this process should stop & re-set to take them into account- If for the developers then shame on you for taking our taxes and creating such an adversarial divisive program!

- Absolutely not, R-1 Neighbourhoods should remain as single family dwellings. Allowing Row, townhouses, duplexes, etc, etc with little or no input from neighbours and community is outrageous. People bought into these neighbourhoods for a reason. With development at transit stns & nodes we do not require this density in hoods. We have none of the concerns from the last round of input been addressed or even mentioned in this booklet regarding density in current R-1 communities. You noted significant concerns and yet have ignored. Are you taking any of this input or is this simply a show of collaboration?
- Yes, cost of single family homes are increasing which in turn locks out a large portion of families. Having a more affordable multi-family homes will bring younger families into these communities. Schools in these areas are under utilized. More residences around transit station should hopefully translate to less crime as well.
- We like many of the ideas outlined in the direction for growth and development. Our 3 top favourites are:
  - Renewable energy systems should be considered in development
  - Ensure Public spaces are created or enhanced in areas where mixed use and compact development is proposed.
  - Development along Macleod Trail S should include a mix of uses and be linked to improvements to public spaces.
- I have to admit I don't trust The City or the developers. I have friends in Marda Loop who tried to stop the development of the most recent BLD on the 33rd Avenue & 22nd St (NE Corner) nobody listened to them & sure enough it's an eye sore – totally out of character for that area
- The direction supports walkability and expanding or enhancing green space. We need to reduce our GHG's
- It is well documented that communities that have tree cover, make for a community that is used by walkers/runners/etc. How will this be included in the Nodes and Transit Station Areas?
- How will public transit be improved? Currently neither C-train stations close to me are open. I must walk to access the train at it's farthest away point from where the connector buses arrive and depart. I miss the bus many times, and when connector bus only comes every 30 minutes, it is not convenient to use public transit.
- What is your proposal to make c-trains safer? When groups are congregating near the facilities, I do not feel safe. I certainly would not consider using the service after dark.
- In these proposed areas of growth, have you considered dog parks, as I would not appreciate those walking their dogs to use my lawn for their business?
- The proposed outline does integrate well into the community to ensure growth and devt. Although it must ensure that the scale of proposed developments compliments the existing character of the neighbourhood. In addition progressive streetscape infrastructure must be integrated within the future bylaws and policies of these new developments to ensure vibrancy in the neighbourhood. Multi-modal transportation is a rqmt for old neighbourhoods like these to accommodate different demographics and population.
- We love our communities the way they are! No high density blockhousing. Keep large downtown, keo community gardens at community centres. Clean up, more flowers, more security, fix existing infrastructure ie. Sidewalks, roads, maintain!

- Fairview needs another community center/ recreational complex to replace the 'old' arena & the natural arts learning center that is proposed to be demolished this year.
- Who ultimately decides what "integrates well" into the Heritage Communities? The people who live there? Developers/ city council member(s) who may not live there? Has there been an outcry of complaint from residents that their communities no longer work well for them- or that much more population is needed in their neighbourhoods to make life more "vibrant"?
- If "integrates well into the community" means putting small areas of high rise buildings into the Heritage Communities, this is the wrong direction. This development should be spread more evenly throughout the city, if at all; not just cram-packing within the Heritage Community.
- There is a matter of trust. We are the tax payers, "don't forget." It cannot be left to City Hall "as they" no doubt not be would be affected.
- My street has been adversely taken over by illegal [illegible] and commercial parking.!
- They have wine & cheese socials but not all can drink alcohol.
- Would like to see more focus on seniors rather than playgrounds. Fairview community centre used for card parties, fitness, crib tournaments etc with nice benches in back of centre. Seniors pay taxes also..
- One thing that has really bothered me over the last 10 years and in particular COVID times is the terrible intermittent internet in Haysboro. I have had them out several times, like my neighbors.
- Traffic calming needed!!
- No more high density in Kingsland!!
- Also, do something about the traffic on Elbow Dr., between Glenmore Trail and Heritage Dr.
- It's ridiculous. Put bus zones on 75th Ave or 73rd Ave. to pick up Henry Wise Wood students. Also garbage from skateboard park and Wise Wood attracts coyotes and bobcats!!
- Your plan incorporates bureaucratic input with next [illegible]. You have pissed off every neighbourhood in this "plan" you have no idea how to develop anything in a positive way.
- If the city decided to have more bike lanes at the expense of car lanes, then should look at licensing for bikes to supplement the road clearance etc services that they enjoy. Plus biking education & "etiquette" should be taught. A biking license/ test just like vehicles like cars/ bus etc.
- Not really, I think the city will do whatever suits them and the developer with little to no regard for the concerns of existing residents.
- Macleod Tr. Is too busy, noisy, unsafe for bike lanes. I think bike lanes should be built on Elbow Dr; quieter safer. Also from Bow River along Southland Dr; vehicles try to run me into the curb all the time! More bike lanes and safer walkability would be great. Also love the little outdoor exercise stations; and some tables, benches to promote picnics, conversation. How about pickle ball courts? A outdoor senior activities planning for the upcoming senior boom, we need more affordable senior housing in the area! I walk & cycle all the time, only put 2000 kms on my car last year.
- Development densification should only be around transit stations areas adjacent to Macleod Trail!
- Community areas should definitely not be allowed to increase in density.

- Your focus is obviously on increasing populations within these areas (my interest primarily relates to Willow Park and Maple Ridge). These areas were designed and developed as single family detached (except for a nice townhouse development in Willow Park) homes. Don't start trying to screw it up with this social experiment toward low cost multi-family housing!
- Mixed use integrated makes a lot of sense. More pedestrian friendly. Walkable neighbourhoods are important and where we need to move towards.
- I know this is not a growth & development idea, but I care to share this.
- In the past (3 years ago), the City of Calgary groomed and track-set Maple Ridge Golf Course for cross-country skiing. Many people used the facility, and many still do despite the lack of grooming. I would like to see this golf course ski grooming be re-instituted as part of community enhancement.
- It's a good start. I believe more needs to be done to promote pedestrian traffic, bicycle traffic and transit ridership. One major difficulty for pedestrians is very limited train track crossings. I don't believe there are any between Heritage and Glenmore. At grade crossings would be preferable as overpasses create barriers for people with disabilities (stairs make it difficult and long wheelchair ramps are also different compared to at grade crossings).
- I think the areas adjacent to our borders need to be taken into consideration. Glenmore landing development, South Centre, Chinook Shopping Centre. As they are major hubs with Rec Centres & libraries in the area. Does it make sense to have a community corridor (Bonavista Drive which turns into Flint Road).
- How are you addressing gentrification of these communities? Many old folks here rent can't afford much, & poverty is high. I would like to see a plan addressing the people of these communities, and their demographic, not just the property in the area. Don't make people living in this area homeless!
- If this is a heritage community, how do 4+ storey developments represent Heritage? Resident for 49 years I suppose I am protective of Willow Park- low crime, families, schools, easy access to all amenities including transportation. Generally feel we care for each other.
- No, I don't think the area for development will help ensure growth and development will integrate well into my community. Very, very bad area for development. There is no room for sidewalks on Flint Road where Kahane Law Office.
- Residential/ commercial development around transit hubs will add vibrancy, residents & increase business traffic. However, office sites and other businesses on/near Macleod trail depend on vehicle traffic from all over the city and bike lanes/ making macleod overly 'pedestrian friendly' could hurt convenience & access for businesses.
- I specifically like the focus on improving connectivity between communities & extending walkability & cycling. Most of our play grounds need updating, need to bring in more young families.
- Example- North East entrance/ exit to South Centre Mall, pedestrians must walk to lights to cross but cars can enter/ exit/ cross
- Community corridors need to respect character of the communities and exclude commercial and 4+ Storey development
- With all the secondary suites in the area, the urban density in the area has increased in the past for years. Parking and traffic have increased making the area less desirable to live. The pandemic has changed work patterns so fewer people work downtown. People

now work in suburbs and bedroom communities like Strathmore, Airdrie, High River, etc. Transit services are stuck in the past trying to move people into downtown. More and more people don't need to go downtown. Transit needs to be completely overhauled.

- The components of the direction for growth and development are impressive and exciting. I think our area will become more inviting and will be a special place to live if all the guidance/ direction points are followed and incorporated into the local area planning in the coming years. Thanks for the opportunity to provide input!
- I would suggest to build a CTrain to the airport. This would take quite a bit of traffic (pollution) of employees at Deerfoot Tr. This would also encourage tourism!
- See above-
- I know fully this will be filed under "unresponsice"
- However this is the feeling of a majority of Calgarians. Stop spending.
- The plan does not take into account the make of each community
- Wider roads and increased density= jobs
- I think more consideration needs to be given to people with mobility issues. Having to walk to the end of the block or take the overpass can be challenging when you have mobility issues. For example, closure of the CTrain station prevented me from going out.
- From your presentation it appears you have pre-decided the outcome you want.
- Why do we need to change these communities? Chinook Centre is close, Macleod Trail is close, there are already plenty of services nearby. And building a 4 story building in an R1 community is unacceptable!!!
- Getting rid of the Bitter Sisters Bar, Deadly Tattoos Strip Mall, Dairy Queen and & pool hall, liquor stores on Elbow Drive
- I guess it remains to be seen, but I'm glad that the city is being cautious and considerate in developing a plan.
- Very simplistic representation of the densification plan. I viewed some of the densification in other communities in real life and the negative impact of this within existing communities has been massive. On individual home owners the inner community densification has hugely impacted their space- in a negative way. Execution of these dramatic change plans needs to be reviewed.
- Maybe
- We need further or more specific details. Like heritage station, there are already existing condos one block from the station. Across the station are residential houses & empty lot (YMCA). East of this is Rose Kahn Arena, so give your move details
- #NAME?
- Growth & Development of a community should also include frequency of buses in the routes stops and increasing c-train.
- We need more lively streets, more pedestrians, more commerce. This is a step in the right direction.
- I believe the city is looking for more tax dollars, as they do not know how to budget. I can't walk to Sue Higgins dog park due to safety issues with traffic. Homes are being renovated & my taxes will price me out of my home.
- It is important to have good diversity in the community. Thinking of a community we need to have the right mix of commercial, residential, & industrial. We need to be a community that people desire to live not "settle" to live. Increase density around schools create a sense of community space again.
- It is great as an overall plan and excited to see more details.

- Why not turn buildings downtown into apartments.
- Require more information
- It will put more cars on road as well. They have to go shopping & other places not available on transit
- Every building needs to adapt to community changes including schools. Affordable housing near shopping areas.
- A Canada looks to bring in many new permanent residents, Alberta and Calgary will likely be a prime destination. We fully support growth and development plans to accommodate our city's future growth and inclusion of new families.
- No redevelopment! Leave as is.
- The amount of densification shown in the corridors on this plan doesn't seem practical, nor will existing residents support it. Focus on densification around the Transit Stations and major nodes. People didn't buy properties and homes in these well established neighbourhoods to have 4+ story developments become the norm. They chose these neighbourhoods partly for their lack of density.
- Leave our communities alone! Stop with the Agenda 21 program!
- I think it's important to note many young families are moving into Acadia. We need mixed spaces, day cares, rec centres and seniors services. Streets are already busy during rush hour/ Would be nice to have safer walk/ bike paths along Acadia & Fairmount.
- Imperative that the city do something about social disorder. The homeless have taken over the LRT Stations. Modified operating hours? Handles removed from doors, drug use, panhandling. Fix the problem.
- Seems like a good plan
- The only growth in Heritage Communities is better bike paths more canopy [illegible] in parks and potential large scale development brings high density, high traffic, high crime. We have ½ of downtown empty move your high density to the downtown!
- Before we go ahead with any four story BLD's we need to have parking for owners, renters, and visitors- would like to see parking maps before approval of BLDG's
- I hope you all get voted out for this waste of taxpayer money
- The areas that you are targeting are well established communities that do not have the infrastructures to support these redevelopment concepts.
- These concepts are best used in new communities, where they are developed for such use.
- Leave these established areas alone, for your development is designed to destroy the well developed communities that presently exist here!
- Please keep in mind that we are a winter city, helping people move around when it's -30c would be best.
- These areas need improvement that foster economic growth, social activities, work-life balance and others that make the neighbourhoods vibrant while keeping quite residential areas within them
- Ensuring public safety for families close to transit with drug users/ homeless around.
- Do not screw up my property values.
- I do not trust city planning.
- Traffic 84 Ave 350-400 vehicals a day! Study done by police. This is not acceptable. Speeders as well. Cars skip the Bonaventure lights & Fairmount Dr lights & zoom down

our narrow street. Many near miss accidents. Love it if we could make 84 Ave One Way- Fairmount Dr to Bonaventure Dr.

- Currently lacking walkway paths and green spaces in particular along Horton Road
- Walking access to cafes & shops like bridgeland and Marda Loop will draw interest to the areas
- Pedestrian friendly & pet friendly- wider sidewalks
- The focus on housing density, centred on Macleod and on transit is extremely important to fostering more vibrant, walkable communities.
- As a senior who enjoys all season walking, I would like to see the snow clearing bylaws enforced more rigorously. The “black hole” remains though: no entity has the responsibility to clear the laneway/ sidewalk intersections. An obvious hazard & deterrent.
- A number of years ago the city of Calgary business units (including CFD) did an inventory of all hazardous products on CoC property. The intent was to push the same request to all industry in the city and have it kept up to date in the event of a fire or spill, etc. There was not the political will at the time to establish a bylaw requiring this so the process did not process. My concern is that homes in mixed use ind, areas know what hazardous there are and CFD can respond.
- There needs to be a recognition that Calgary is winter city. If the city truly wants people to walk/ cycle instead of driving much better snow clearing or residential streets/ sidewalks is needed. Also, in order to encourage people to use transit the service needs to be much improved. Buses/ trains need to be much more frequent and much cheaper. Nobody will take transit if it takes 5 times more time than driving.
- Seems good ideas do not get accepted- see above
- If you tear down the Heritage & Southland station, you would not have to lock up the two LRT stations every night, make it like chinook, so every person can see each other, crime will go down, and people will come and use the stations again.
- Why not more affordable housing in these areas??
- Add Xwalk signs at Acadia Dr. & 5 St due to 2 schools west of intersection. Also paint roadway with stripes. Access ramps are in place currently!
- Haysboro is a well built & established community. During covid, there have been a lot of homes sold & refurbished & resold to new owners. There is little room for growth other than our few parks and school grounds.
- Us disabled people and other seniors do not need more bums in these areas. I've offered them bags of cans here & there, they don't want to take them in as its too much like “work” to go to the recycler.
- More bike and pedestrian paths
- The development needs to fit into the style and feelings of the older type homes and the abundance of tree canopies and green spaces.
- Please consider [illegible] in community garden areas and food forests as development progresses- they don't have to be very big- even an apple tree makes a big difference.
- We are so close to everything in these areas its perfect for raising families.
- I am excited and confident in regards to this outline. Specifically I'm pleased to see many great ideas/ suggestions from citizens quoted throughout. I like moving towards a transit/ pedestrian focused community as opposed to car focused. Growing these areas makes the heritage community more fun, safe and clean.

- I believe that the focus on transit station areas & nodes is appropriate. However, densification or the re-zoning of single family dwelling properties will negatively impact my community and be met with significant resistance from community residents.
- Same as above
- Yes, because these areas need more thought put into them but a lot of public engagement is needed to get community buy-in. Also, additional rezoning of Elbow R1 is not desired the pockets of businesses are good as they serve & meet community needs.
- But I hope an emphasis is placed on open spaces & tree canopy. This area is already terribly commercial. I hate how close to us mart & superstore & other retail we are and how far it is to a decent running path.
- Calgary as nearly everyone knows has sprawled out uncontrollably over the years and it needs to be reorganized into several “sores” & not concentrating on downtown core.  
Thank you!
- Some concern over modifying zoning around Elbow Drive & the other noted ‘community corridors’:
- Division of communities E-N across Elbow already exists in terms of desirability & property values, could this further fragment the feeling of community cohesiveness? Could the density be defined in pockets to break this up? More local shops & pubs/ restaurants etc. would be great but would hate for Elbow to turn into a mini-MacLeod
- Please allow car port shelter/ roofing in the driveway.
- No bike lanes. Do not like what the city is doing with bikes. Bikes can pay if they need lanes
- Think most people do not want LRT set up as homeless camps.
- The Anderson LRT Station already attracts a less than savoury population who ‘hangs’ out there, more benches, shops etc. will not improve this issue. LRT stations. LRT Stations should be for transit only- not shopping or recreation. Excellent idea to enhance green spaces and add trees & landscaping wherever possible
- Narrow streets
- Limited play
- Alleys already packed with bins etc.
- It seems like a good plan. Haysboro is unique in that it has 3 schools on the East Side and 3 elementary or the west parking on the east side can be an issue with the proximity to the HS and the LRT.
- I think the walking track at Kingsland is a good idea, that could easily happen on the West Side of Haddon & heritage with a few little shops, benches, park.
- Large pedestrian & bike pathways are currently along major traffic corridors. More consideration if you will continue not to allow biking on sidewalks to developing wider paths in neighbourhoods to allow for safe bicycling there really is not anything innovative other than maxing taxes with large scale high density development. Perhaps look at the Netherlands for building communities for young & old families who after Covid want to live in single dwelling homes & not apartments.
- The focal point seems to be aimed at improved pedestrian accessibility, promoting of enhancing green spaces and green space connectivity. Less reliance on cars, more community connectivity, and environmental stewardship with an emphasis on sustainability are the most impact changes I would love to see in this community and city at large. Also, more bike lanes please!



- I've lived in other such neighbourhoods (Killarney & Marda Loop & West Hillhurst) and it's this kind of development drives up prices, congestion, and the remaining bungalows end up run down by bad landlords. We moved here because we couldn't afford those neighbourhoods I grew up in. What we need are services to enhance vibrancy and community like small businesses, a library, and a homeless shelter not more big condo buildings, which usually aren't good for families.
- Too soon to say. Would be good to refine & do area specific mock ups.
- That's hard to comment on. Information given is not clear at all.
- When will there be an open forum on these development plans
- Add more residential homes close to c-train.
- We don't need every blade of grass covered with concrete. Everyone stacked over. We don't need over development. We have R-1 parks and low commercial zoning. Everything that is in place is why we live here, Don't change the zoneing.
- We need to improve connectivity between communities with cycling infrastructure and better access to public transit. We also need to add parks and green spaces in this area with access to local businesses and services.
- High rises such as London Towers not appropriate in community corridors.
- Recommended reading for council & city planners in Richard White's column. Calgary Herald- March 12, 2022
- I'd like to access to grocery stores; that's what people need to live well in a community.
- No need to consider sidewalks... That's what people use, unless you live in Calgary which was designed for mostly the automobile. What were they thinking?? Please do better.
- Only if it's kept to a minimum.
- Glenmore Reservoir needs a dedicated bike path. Too many bikes consider the family walking path their personal speed track!
- We already live in a wonderful neighbourhood. Don't screw it up
- New development on old woodridge car lot a self serving prison given it's density. None of that in Heritage Communities. At any time council can & does override and makes changes to over development plans. Lots of notices in recent 2022 heralds. Every heritage community has it's unique character and special features. Don't Muck them up I don't want to see ugly development like on 33 Ave/ Marda Loop or 10 St NW Ugly, Keep development to fit with community no ugly high rise stuff.
- Absolutely no bike lanes on Elbow Drive
- Only if residents know and are able to be heard!
- P.11 under "promote inclusive & accessible housing choices"
- 3rd red bullet: "A range of low density housing options should be considered in residential areas."
- Please do not change the housing options in former R-1 areas (Kelvin Grove, Eagle Ridge, Chinook Park, etc.) There are still and will be many people who want bigger lots and reasonable back yards. Not everyone wants to be squished in!!!
- If 14th street north of the reservoir is connected to the south of the reservoir section, that would provide an additional traffic route for vehicles. That would alleviate any congestion caused by additional development up Elbow Drive, which in turn would allow macleod trail traffic to be deviated to Elbow of 14th Street when required.
- A community hockey rink in Fairview would help with development in all surrounding areas

- See answer 1 with respect to CKE. It will be up to other communities to decide if they want blanket densification. Thank you.
- Fairview Hockey Arena instead of multi family buildings
- Put money into a Fairview arena instead of multi family buildings
- Too many choices, must be decided on an individual situation.
- I would like to live in a community that is diverse & offers a range of housing options, brings more performance venues beyond downtown and has a clear focus on creating green and aesthetically pleasing space. Reduce vehicular necessity!
- I have reservations about how efficient the city (of Calgary) will use and act on the info provided.
- Lots of space between LRT & Macleod for high rises right to show messy. Leave elbow residential areas R1.
- I'm not understanding why "industrial areas should be preserved" Fairmont from 58th Ave to Heritage is downright ugly & yet is entrance to Fairview & Acadia. Calgary is a beautiful city lots of beautiful trails and parks as I've discovered in my 4 yrs living in Alta yet living in Fairview I sometimes feel as tho I'm living in a city ghetto- there is huge urban sprawl & I feel mucvh more attn has been given to the far saouth & downtown every little attn to the Fairview/ Acadia/ Haysboro Willow Park Area
- I generally agree with the D for G&D, but the devil is in the details. The vision & core Values is referenced on Pg 8, but not defined. I do not agee that "a range of low density housing options should be considered in all residential areas. There are some areas where this should be banned.
- I don't understand or agree with the emphasis on 4+ story development. New businesses are not successful just because they are located in 4+ story development- they succeed because they are good businesses. The 4\_ story development is only attractive for developers as they get more revenue per square foot of land area the building is built on. Could we give tax breaks to new businesses to fill our existing empty stores on & along Elbow Drive?
- The City has done these plans before and then never follows thru with them. Either adhere to the plan or stop wasting my tax dollars.
- I live in Haysboro & the other surrounding communities. I have lived here on & off for 40 years. I walk around the community each day. There is no need for change (or "growth & development")
- So light on details; what is the direction??
- Winter maintenance of city sidewalks and bike paths needs to be improved. We lack cleared pathways compared to communities north of Glenmore.
- Where is the info to address the increase in taxes, crime, parking, devaluation of homes, are you listening to the needs of the home owners & residents. The lovely communities of Maple Ridge, Willow Park & other areas in the planning area could lose money on their homes. This is their life savings and retirement plans.
- Make C-Trains safer & better handicap accessibility!
- Needed: Safe pedestrian friendly streets to access businesses.
- Bike lanes- we have an active community that requires safe lanes in/out downtown area, to fishcreek.
- Keep community feel with a better walking score, keep our tress, green spaces but clean up the area as well.

- The City screwed up 14 Street with the bus system (with essentially empty buses driving up and down) so why not complete the job by converting the adjacent communities to long blocks of row housing.
- I think that the node on Acadia Drive at the corner where it turns west will have to be controlled very carefully as this point is near the centre of a residential area
- Plan would not integrate into community it would fundamentally change it.
- I think a policy of “more bikes, pedestrians, fewer cars” is the best way forward
- In my mind growth should not have a negative impact on an area that is well established. Sky high buildings would be a disaster and harshly penalize the existing community(s). I am very concerned that this new development would destroy the communities of Haysboro, Fairview, Acadia, Maple Ridge, Willow Park Estates.
- The entirety of the Macleod Trail South sector needs a complete makeover/ overhaul in envisioning for future growth and planning. Pedestrian access is outdated; i.e. there should be pedestrian bridges (or tunneling) at every major intersection (East-West), as well as more greenspace and interconnectiveness towards pedestrian integration.
- I believe that the LAP Committee with help the City ‘stick-handle’ the move to increase densification within Kingsland, Fairview and Haysboro areas in order to increase the tax base in these areas. They will increase the densification with little or no regard for providing community facilities (costs the City money). From what is already happening in these areas, there seems little reason to hope development will support a growing sense of community. This is a sad and unfortunate direction of urban development in our City.
- Transit station areas need to have adequate parking or people won’t use it. They need to be safe & have publicly accessible washrooms.
- These communities were built for Single Family residences for the most part. Any major development for increased density will impact the infrastructure including: roadways (traffic), utilities, etc. This will also have an impact on the value of our homes.
- Yes. Please see question one. Bankrupt, stalled, and unfinished developments plague this area. The City Planning department need to do a much better job here. While bankruptcies and funding issues are out of your hands, the approval of sketchy deals and no timelines for building to start, is certainly on your plate.
- I support good development of the area, that is actually completed. I do not support developers that have no intention of respecting the community while building or sitting on their investment.
- Thank you for the opportunity for input.
- [removed]
- We do not want this development!!!!!! Listen to the people you serve.
- LRT stations with restaurants?? Try 7 Ave Downtown – dangerous with drug users, filth, etc.!! Wake up to the real world!!
- Growth should not have a deleterious impact on established communities by overloading residential roads or commercial facilities used by residents. High density (ie downtown skyscrapers) penalizes existing residents.
- Lack of foresight when new communities are approved should not be grounds to force redesign on people who have paid to live in their chosen communities
- These are basically single dwellings and our streets can’t handle the traffic now, with cyclists using the roads the traffic is becoming very congested cause they get half the road.
- The 8 core values and guidance contain many helpful and valuable targets to strive for.

- Not only should accessible housing choices should be there but affordable ones.
- Definitely safe & accessible connectivity between communities is great with open spaces etc. But again please off-leash parks
- I would like to see a sidewalk on both sides of street on Bonaventure Drive South of Heritage all the way to Southland Drive SW.
- [Livablecities.org](http://Livablecities.org)
- [Imcl.online](http://Imcl.online)
- [Creativecity.ca](http://Creativecity.ca)