



# **WESTBROOK COMMUNITIES**

Local Area Planning Project

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



# Westbrook Communities Local Growth Planning Project

## Phase Two: EXPLORE Engagement & Communications Summary

Stakeholder Report Back – Spring 2022

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## Project overview

The Westbrook Communities Local Growth Planning project includes the communities of: Wildwood, Spruce Cliff, Westgate, Rosscarrock, Shaganappi, Glendale, Killarney/Glengarry, Glenbrook, and the portions of Richmond, Scarboro and Sunalta that are west of Crowchild Trail.

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 Westbrook Local Area Plan (LAP) will fill gaps in communities where no local plan currently exists and replace other plans that are largely outdated

The 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Plan (LAP) will fill gaps in communities where no local plan currently exists and replace other plans that are largely outdated.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 Westbrook 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 4 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 Westbrook 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 Westbrook 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.

## Westbrook Communities Working Group

Through a recruitment process, 39 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 Westbrook 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 Activity Centres
2. Along Corridors
3. Around Parks and Open Space

### **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 Westbrook 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 659,000 impressions were made about the project through our communications program and we connected with over 1,030+ participants online or in-person and received over 3,900+ 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.

- 10 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, Spotify and high traffic websites
- Email newsletter campaign through Westbrook Communities subscriber list
- Nine My Idea Stations and one 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) = 13,297
- Community newsletters / websites / emails (distributed) = unknown
- Bold signs and information boards = unknown
- Social media: 170,238 (impressions)
  - NextDoor (Impressions) = 411
  - Facebook (Impressions) = 27, 224 & 56,115
  - Twitter (Impressions) = 15, 222
  - Instagram (Impressions) = 20, 729 & 50, 537
- Digital ads (impressions): 474,704
  - Banner ads 228, 843
  - Native ads 78, 901
  - Spotify ads 13, 353
  - YouTube 153,607
- Email subscribers: 797
- 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 4 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>• 4 virtual Q&amp;A Sessions               <ul style="list-style-type: none"> <li>○ 214 people registered for the sessions</li> </ul> </li> </ul>
Engagement & Communications	Metrics
<p>The project launched online on September 23, 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 3,900+ 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 17,600 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 3,891 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 3 virtual CA meetings (February 22 / March 3 / April 4, 2022)</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 (March 14, 2022)</li> </ul>
<b>Westbrook 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>26 working group members</li> <li>3 workshop sessions</li> </ul>

## About the Westbrook 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 175 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 26 members. Membership is comprised of:

- 15 members representing the general community
- 9 members from Community Associations in the plan area
- 2 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 10, 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: The Transit Hub/Activity Centre** theme emphasizes a focus on **transit stations areas** and **Activity Centres** as areas for new homes and businesses. The three LRT and two MAX Teal stations and the Richmond Centre Community Activity Centre are envisioned as a focus of development, activity, and growth in the plan.
- **Theme 2: The Corridors** theme of developing along **main corridors** in the community emphasizes a focus on local businesses and main transportation routes as areas for new homes and businesses. New residents and businesses would locate along main corridors, such as 26 avenue and 45 street (in addition to the already established corridors of 17 Avenue and 37 Street).
- **Theme 3: Parks** theme of developing adjacent to parks emphasizes a focus on local parks and amenities as areas for new homes and businesses. New residents and businesses would locate around community parks and civic facilities, which would act as local gathering places, providing easily accessible open spaces for new residents and adjacent amenities for local businesses.

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

On Wednesday, March 17, 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 5, 2022, the working group participated in its ninth session. At this session working group members participated in activities to discuss:

- Topic 1: Improvements that can support and stimulate growth
- Topic 2: Small Scale Growth-implementation discussion

## 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:

1. Around Transit Station Areas and Activity Centres
2. Along Corridors
3. Around Parks and Open spaces

The questions we asked:

1. Are there any areas within Transit Station Areas (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 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 around Parks and open Spaces (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 Parks and Open Spaces integrates well into the community.

### 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 Westbrook 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 Westbrook 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:

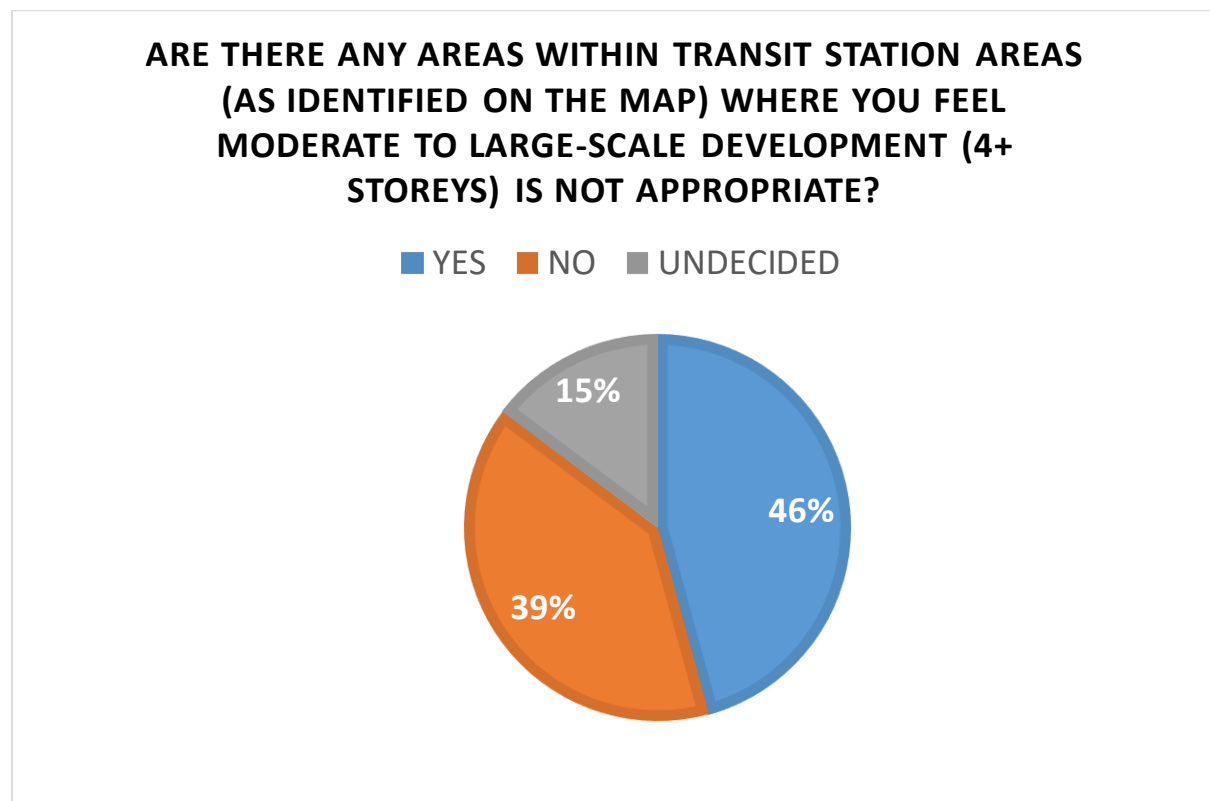
- Citizens shared concerns about proposed 4+ storey growth near Transit Station Areas.
- Citizens expressed concerns of any type of proposed 4+ storey growth in the plan area. Many focused around impact to community character.
- Citizens shared concerns about specific locations in the plan area that have been proposed for 4+ storey growth.
- Citizens expressed concern in regard to safety and the proposed 4+ storey growth near Transit Station Areas.
- Citizens shared positive sentiment for the 4+ story growth near Transit Station Areas as it was proposed.
- When considering growth along corridors, citizens expressed that it was not appropriate for any type of proposed 4+ storey growth in the plan area.
- Citizens cite traffic safety and parking concerns when considered 4+ storey growth as proposed along corridors.
- When considering growth along corridors, citizens identified 45<sup>th</sup> Street to not be an appropriate area to accept any type of moderate-to-large-scale (4+ storey) growth as proposed.
- When considering growth along corridors, citizens identified the community of Wildwood to not be an appropriate area to accept any type of moderate-to-large-scale (4+ storey) growth as proposed.
- When considering growth along corridors, citizens identified Spruce Dr as not appropriate to accept any type of 4+ storey growth along Spruce Dr.
- Citizens value their parks and open spaces and expressed significant concerns about any type of proposed growth near parks and open spaces.
- Citizens cite traffic safety and parking concerns when considered 4+ storey growth as proposed along parks and open spaces.
- Citizens expressed that proposing 4+ storey growth adjacent to schools and community centres is not appropriate.
- Citizens value their parks and open spaces and want to see the green spaces in the Westbrook communities preserved and enhanced.
- Citizens expressed a desire for the Westbrook Mall area to be prioritized for development.
- Citizens shared that they would like to see more focus on housing affordability and small-scale housing options.
- Citizens expressed that they value revitalization and the need to adhere to appropriate and balanced growth in the entire plan area.

## 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 (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 integrates well into the community.**

**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.

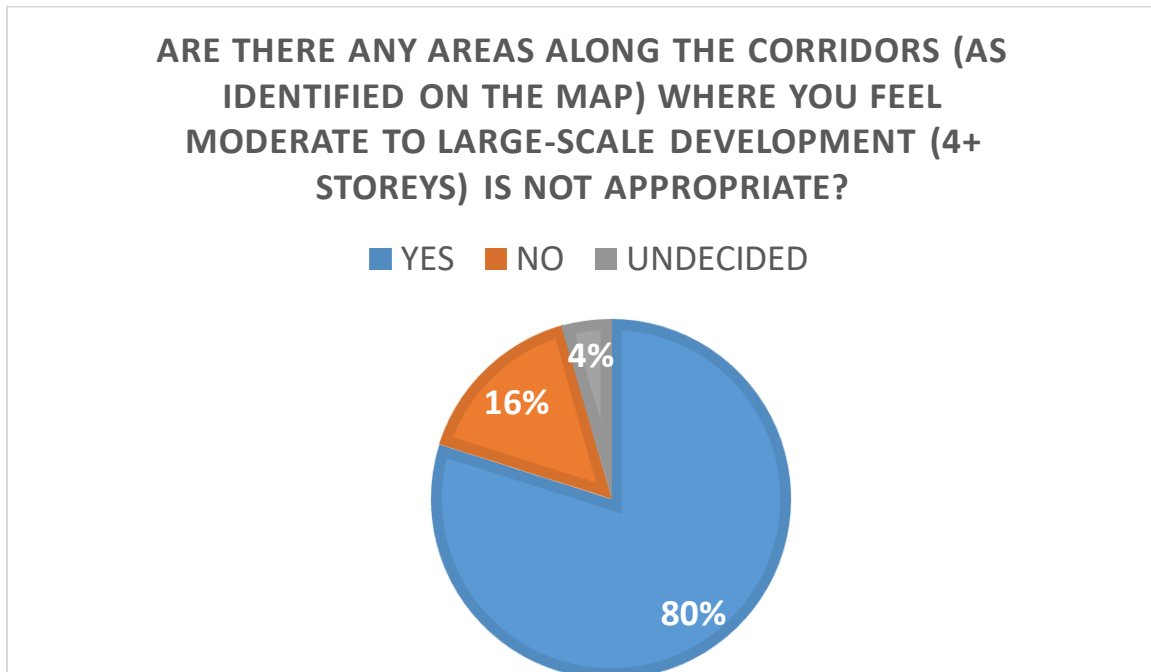
Themes	Explanation and sample verbatim comments:
<p><b>Citizens shared concerns over proposed 4+ storeys near Transit Station Areas</b></p>	<p>Citizens shared concerns about proposed 4+ storey growth near Transit Station Areas.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"I really prefer no more than 4 stories anywhere. I think some research points to buildings that are no more than 4 stories tend to let people who reside in this maximum height feel more involved in there community. These height of buildings should be in every community, not just around transit stations/hubs.</i></li> <li>- <i>"Only moderate scale development (3-4 storeys maximum) should be allowed near the smaller LRT stations: 45th Street station and the Shaganappi station. It may be more appropriate to have large scale development at the Westbrook Mall LRT</i></li> <li>- <i>Station, as this is a large commercial area, further away from nearby residential areas."</i></li> <li>- <i>"Large scale development such as 4+ story buildings would be drastic and inconsistent with the character and street scape. Moderate development such as town houses would be a reasonable transition."</i></li> </ul>
<p><b>Citizens expressed concerns of any type 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. Many focused around impact to community character.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"To add these building totally changes these neighbourhoods, this are single family neighbourhoods and should be left that way nobody wants these types of building blocking views or sunshine."</i></li> <li>- <i>"These are already busy and dense areas."</i></li> <li>- <i>"i don't want any moderate to large scale development."</i></li> <li>- <i>"the communities west of the downtown core have a good sense of community and densifying on any level would decrease the sense of community in these close knit communities."</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>"This large scale development extends too far away from the actual stations at 26th and 37<sup>th</sup>"</i></li> <li>- <i>"Shaganappi park area and 26 st - where there is more residential usage."</i></li> <li>- <i>"The area by the Shaganappi train station is too large. It is taking up too much space into the residential areas. This will totally devalue property values and will create densification nightmares. 37th street is more suited to this type of development and 4+ story structures."</i></li> </ul>

	<ul style="list-style-type: none"> <li>- <i>"The areas we are concerned about are the Transit Hub and Activity Center at the 17 Avenue and 45 Street location and the corridor along 45 Street between Bow Trail and 8th Avenue."</i></li> <li>- <i>"The intersection of 26 Ave and 37 Street. Large scale is at odds with the existing community, the intersection cannot support increase in traffic, nor the increase in parking. Plus large scale can block light on existing houses that have invested in solar panels. Are you going to compensate homeowners for that?"</i></li> </ul>
<b>Citizens expressed crime and safety concerns with proposed 4+ storey growth near Transit Station Areas</b>	<p>Citizens expressed concern in regard to safety and the proposed 4+ storey growth near Transit Station Areas.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"The Westbrook Station/Westbrook Mall area is very pedestrian and cycling unfriendly as access is not safe. Vehicle access is poor too. Westbrook Mall presents absolutely no street appeal. The area can become the core of the community. Access and appeal needs to be greatly improved prior to any moderate to large-scale development. Otherwise this brownfield site is appropriate for development."</i></li> <li>- <i>"Ensure walkability through neighbourhoods and around transit remains easy and safe."</i></li> <li>- <i>"It would cause the area to become dangerous. The value of the properties would drop. Craning more people in small apartments."</i></li> <li>- <i>"As long as it is the correct design for the specific area. Transit hubs in westbrook community have already contributed to increases in crime so how do you make the new residences safer?"</i></li> <li>- <i>"Acceptable only if the developments don't increase crime."</i></li> </ul>
<b>Citizens shared positive sentiment for the proposed 4+ storey growth near the Transit Station Areas</b>	<p>Citizens shared positive sentiment for the 4+ story growth near Transit Station Areas as it was proposed.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"I think there is potential with the development proposed along the transit areas but the safety needs to be addressed before this can happen."</i></li> <li>- <i>"While 4 storeys are fine in these locations, we need to know where the extra tall density is going before this can be supported."</i></li> <li>- <i>"Transit stations are a great area to develop higher density living. If you put higher density living without good and SAFE public transportation expect more cars."</i></li> <li>- <i>"Although I agree with increased access to transit, I believe in considering the esthetics of a neighborhood when planning."</i></li> </ul>

	- <i>“Transit is where you want higher density. Encourage green modes of transportation.”</i>
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## Topic 1: Q2

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



**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 along Spruce Dr</b>	<p>When considering growth along corridors, citizens identified Spruce Dr as not appropriate to accept any type of 4+ storey growth along Spruce Dr.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- “Spruce Drive. Because the current land use makes sense</li> <li>- “Spruce Dr. is one of the few corridors that is possible to walk along safely, at a good distance from traffic. What we have is beautiful and well used by residents your plan is to ruin it for everyone by creating more structures. Please work on making Calgary better not fixing what does not need repair.”</li> <li>- “Green corridor along Spruce Drive is not appropriate for moderate development. Historic green space is used daily by the community for walking and running. 4 storey buildings would reduce the vibrancy of this historic stretch of greenspace.</li> <li>- All along Spruce Drive. Mature trees on North side and high voltage power lines overhead on the South side make it unacceptable for development.</li> </ul>



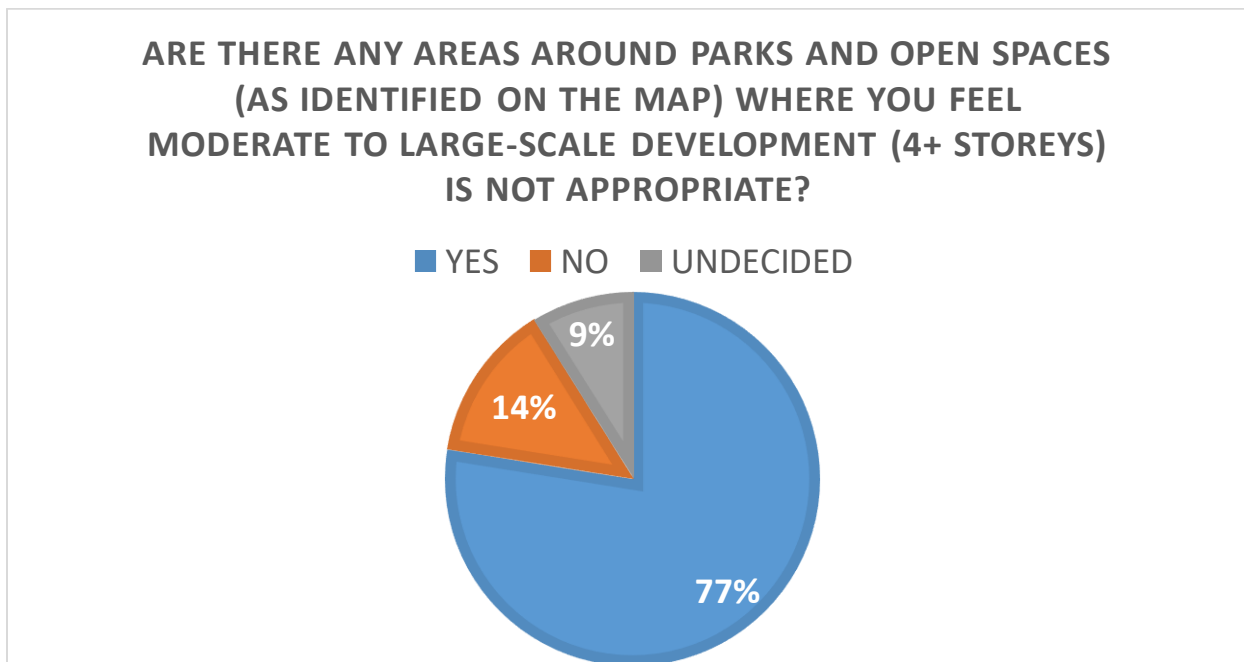
	<ul style="list-style-type: none"> <li>- <i>Spruce Drive is a green space and utility corridor, not a traffic corridor. Parking is already a concern in the neighborhood. Developing in the locations indicated would destroy the livability and walkability of the neighborhood.</i></li> </ul>
<b>Citizens feel that 4+ storey growth is not appropriate in the community of Wildwood</b>	<p>When considering growth along corridors, citizens identified the community of Wildwood to not be an appropriate area to accept any type of moderate-to-large-scale (4+ storey) growth as proposed.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Wildwood is not an appropriate location for this kind of development.</i></li> <li>- <i>"Wildwood???? Why do you want to destroy our neighborhood?"</i></li> <li>- <i>"The areas in wildwood along spruce, 45th street and 37th street. This community is based around single family housing and that's why people live here. There is lots of communities like you are describing to continue this sort of development. There is no logical reason to move into other communities like wildwood changing the dynamic that everyone moved here for. If more dense living is needed continue in areas that have already been targeted and leave neighbourhoods like this alone."</i></li> <li>- <i>"Most existing residents want Wildwood to remain single family residential properties."</i></li> <li>- <i>"As a long time resident of Wildwood, I oppose any development in this area. The community is already populated enough and further development will create an increase in traffic. As well, it will have a negative effect on the value of my home."</i></li> </ul>
<b>Citizens feel that 4+ storey growth is not appropriate along the corridor of 45<sup>th</sup> Street</b>	<p>When considering growth along corridors, citizens identified 45<sup>th</sup> Street to not be an appropriate area to accept any type of moderate-to-large-scale (4+ storey) growth as proposed.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Additionally, 45th St north of Bow Trail is not appropriate for moderate development, as this area is already a high traffic area with the school nearby. Roads cannot handle additional traffic."</i></li> <li>- <i>"Based on my observations 26 st SW appears to be less busy than the other designated corridors and commercial development only near 17th Ave. 45 St between 17 Ave and 2y Ave is single family residential. Large scale development is not appropriate in these areas."</i></li> <li>- <i>"Between 17 Ave SW &amp; 26 Ave SW on 45 St. Do not take away any park space. Any development here will greatly reduce house values in a desirable neighbourhood."</i></li> </ul>

	<ul style="list-style-type: none"> <li>- <i>"I do not support extensive development along the corridors within and around the community of Westgate. This includes 45th SW street and Bow Trail across from Edworthy Park. Restrict development to spaces adjacent to the intersections."</i></li> </ul>
<b>Citizens feel that there are traffic safety and parking concerns</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>"Many non-residents use Spruce Dr to access Edworthy Park and we already have ongoing issues with drivers speeding through our community where many young children live. Parking will also be an issue because of the utility right of way on the north side on Spruce Dr preventing underground parking."</i></li> <li>- <i>"Make sure parking is made available for new developments other than strictly street parking. Many corridors identified already have issues with street parking availability for residents, so making sure new higher density buildings have adequate and affordable parking for residents is important so corridors don't get too clogged and difficult to pass through."</i></li> <li>- <i>"Having so many new places in the communities in and around the corridors will cause more issues with safety more parked cars packed into already overcrowded street parking won't be helpful."</i></li> <li>- <i>Development of larger structures along 45 St will exacerbate an already existing traffic problem as well as cut our neighbourhood apart. Turtle hill is a busy park and this will cause safety issues, with the increase in traffic."</i></li> </ul>
<b>Citizens feel that of any type of 4+ storey growth is not appropriate in the plan area</b>	<p>When considering growth along corridors, citizens expressed that it was not appropriate for any type of proposed 4+ storey growth in the plan area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"These corridors are not needed for development because there are enough places for shopping or places to live; visiting doctors and other health needs."</i></li> <li>- <i>"These are residential collector streets in areas where people bought homes not realizing that the city would constantly challenge its own zoning guidelines. Glendale is very adequately supplied with commercial areas and streets. Proposed increased traffic along these streets threaten the liveability of residential areas."</i></li> <li>- <i>"Large scale development means more cars. With recent changes to 37 Street its reduced parking &amp; reduce traffic flow adding more traffic is going to make us in to Marda Loop which is a traffic nightmare. I don't want that for my community."</i></li> </ul>

	<ul style="list-style-type: none"> <li>- “Yes, not appropriate. This changes the dynamic of the neighbourhood.”</li> <li>- “No moderate to lg. scale is not appropriate. Maybe a 2-3 story max would work in some areas of the selected corridors.”</li> </ul>
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### Topic 1: Q3

**Are there any areas around Parks and Open Spaces (as identified on the map) where you feel moderate to large-scale development (4+ storeys) is NOT appropriate?**



#### Topic 1 – Question 3

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

Theme:	Explanation and sample verbatim comments:
<b>Citizens expressed significant concerns to any 4+ storey growth near parks and open spaces</b>	<p>Citizens value their parks and open spaces and expressed significant concerns about any type of proposed growth near parks and open spaces.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- “Yes all the open areas around the parks it will degrade the esthetic of a park.</li> <li>- “Many of these parks are in quiet neighbourhoods that should not have large buildings built.”</li> </ul>

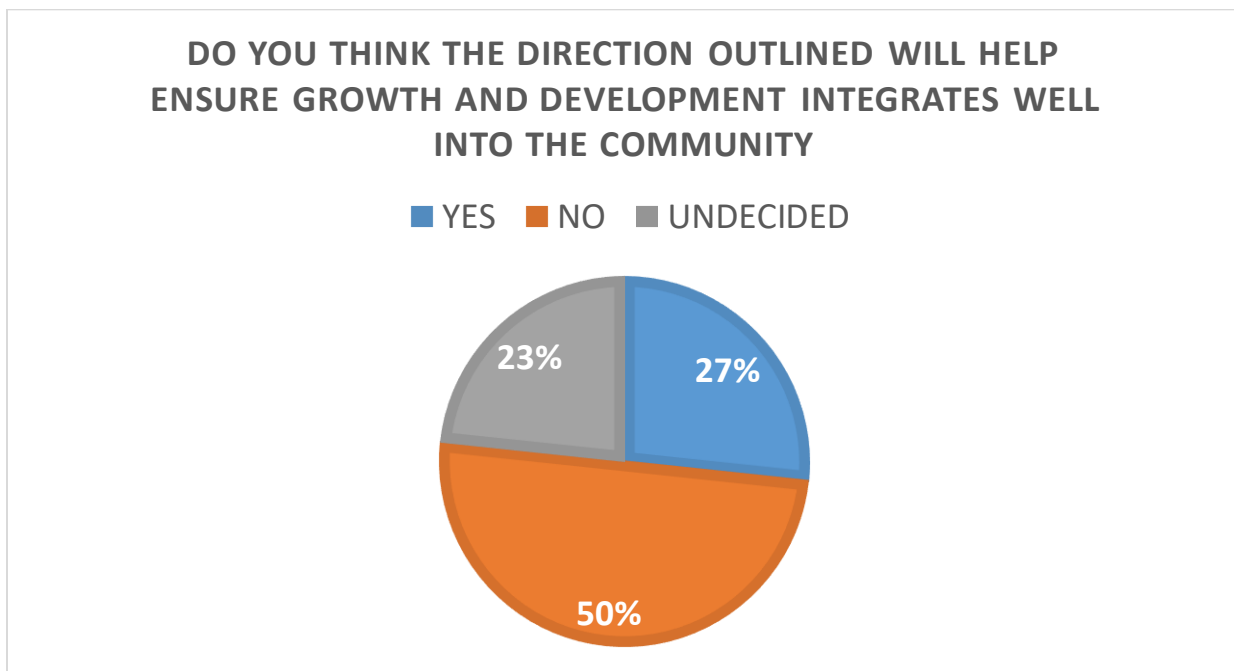
	<ul style="list-style-type: none"> <li>- <i>"Parks and open spaces should not be developed. Density should be increased by changing zoning so that already developed spaces can accommodate more people. I'm happy to have more neighbours but NOT ok with having less open and park spaces."</i></li> <li>- <i>"Anything around park should not be developed."</i></li> <li>- <i>"We don't want 4+ story buildings around Parks &amp; Green Spaces. Totally out of character &amp; cast too much shade."</i></li> <li>- <i>"Yes, not appropriate. Under no circumstance should the density around parks and open spaces be increased. The Parks and Open Spaces are the character and value of these communities."</i></li> <li>- <i>"I believe that, where possible. Parks and open spaces should be free of large-scale development to allow the areas to stay/continue being a focal point of relaxation and community gathering."</i></li> </ul>
<b>Citizens feel that there are traffic safety and parking concerns</b>	<p>Citizens cite traffic safety and parking concerns when considered 4+ storey growth as proposed along parks and open spaces.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Not along Turtle Hill Park to the west of 45 st. and Glendale Park to the east of 45st because these have houses backing onto the ridge/park. Increased density will create traffic problems more than we already have. I'm not sure how much grass would be left on Turtle Hill with many more people using it."</i></li> <li>- <i>"Also, increased congestion and traffic around dense developments reduces safety of kids trying to go to school or the playground."</i></li> <li>- <i>"The proposed development near Spruce Dr and 45th St is completely unacceptable. Increasing density would detract from the existing community and create more traffic where children walk to school and play. This will negatively impact having parks and open spaces used for housing that we can currently walk to and use."</i></li> <li>- <i>"Include extra notice and markers for sidewalks and crosswalks. Encouraging slower traffic through traffic control measures (speed bumps, widened sidewalk corners) to maintain safety of those using the park and surrounding areas"</i></li> <li>- <i>"These are small neighbourhood parks which cannot sustain greater use. Traffic congestion into and out of the neighbourhood is already causing problems. Shadows from large scale development will destroy the vibrancy of the green spaces."</i></li> </ul>

<p><b>Citizens feel that near schools and community centres is not appropriate</b></p>	<p>Citizens expressed that proposing 4+ storey growth adjacent to schools and community centres is not appropriate</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Parks associated with schools should not be included as areas suitable for moderate to large-scale development. The focus for these areas should be family-friendly housing. The proposed buildings in these areas are likely to reduce the viability of local schools and either drive families further out into the suburbs or increase use of cars as children commute further for education. We should be making schools walkable, not placing barriers around them."</i></li> <li>- <i>"Wildwood school area is already very busy; areas near Spruce Cliff are better options as grocery &amp; transit is walkable."</i></li> <li>- <i>"Makes no sense near schools (more traffic, safety) and community centres."</i></li> <li>- <i>"The area around Wildwood School is NOT appropriate for moderate to large scale development. This changes the integrity of the schoolyard &amp; introduces safety concerns with a high density population around an elementary school."</i></li> <li>- <i>"I don't believe the school green spaces should count as they do for highest density development (wildwood school, Ferguson and Holy Name school for example), these inner city schools are already tight for green space and field space.."</i></li> <li>- <i>"Development around the Wildwood green space, which includes an elementary school and community center, will have a negative impact on the safety of the area for children."</i></li> </ul>
<p><b>Citizens would like to see the parks and green spaces in their communities preserved and enhanced</b></p>	<p>Citizens value their parks and open spaces and want to see the green spaces in the Westbrook communities preserved and enhanced.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"We are meant to be creating a balance of greening society while reducing our impact along with preserving green space and places for nature. The Edworthy family were pioneers in recognizing the value of green space in the Wildwood area and it is what makes the community and nature thrive. Large building with shading and additional traffic are a danger to families, the elderly and nature."</i></li> <li>- <i>"Some of the highlighted parks are currently inner city escapes from the usual hustle and bustle. Many have outstanding open skylines and are a welcome escape to nature, this should be preserved at all costs. Spaces like this are underrated and add to a neighbourhoods' character."</i></li> <li>- <i>"Park space should be preserved as natural areas within the city. It is inappropriate to replace park space with high density housing."</i></li> </ul>

	<ul style="list-style-type: none"> <li>- <i>"The greens spaces are an integral party of community, spaces where people gather and children play."</i></li> <li>- <i>"Any new development should keep green space. Developing Optimist park would be like NYC deciding to develop Central Park."</i></li> <li>- <i>"With more people living around green spaces the more they will be ruined and abused!"</i></li> <li>- <i>"Also- green spaces and parks are scarce already- lets not make the situation worse!!"</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?**



<b>Topic 2 – Question 1: Please explain why and share any other ideas about how we can ensure growth and development integrates well into the Westbrook Communities area.</b>	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
<b>Citizens would like to see the Westbrook Mall area to be prioritized for development</b>	<p>Citizens expressed a desire for the Westbrook Mall area to be prioritized for development.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"Westbrook Mall area needs to be developed prior to allowing development in the surrounding communities. When the West LRT study was completed, it outlined what areas should be</i></li> </ul>

	<p><i>prioritized for development, with the area around the Westbrook Station being identified as the first priority.”</i></p> <ul style="list-style-type: none"> <li>- <i>“The area surrounding Westbrook station is lacking in infrastructure with land sitting empty and unused for 10 years now. Focus on improving this area instead of rezoning properties surrounding 45th street station.”</i></li> <li>- <i>“Agree with Westbrook Mall being a focal point - this is where density should be focused...”</i></li> <li>- <i>“Westbrook Mall/Station area redevelopment to improve access and become more appealing is essential for community integration.”</i></li> <li>- <i>“It would be best for the city to develop the areas close to the Westbrook LRT station that are currently open and undeveloped and look at redeveloping the Westbrook mall property for residential and commercial use.”</i></li> </ul>
<b>Citizens expressed concerns to preserve and maintain park and open spaces</b>	<p>Citizens shared concerns about parks and open spaces in the plan area, and expressed that they should be preserved and maintained as-is.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>“Will investing in parks and protecting open space take a backseat to rezoning?”</i></li> <li>- <i>“At a minimum maintain all open spaces and parks. Increased efforts to increase park and open space and connectivity between them should be a priority.”</i></li> <li>- <i>“The city needs to stop taking away public parks and put up MORE trees and MORE green spaces.”</i></li> <li>- <i>Development around existing parks and green spaces should not be allowed as it will only put strain on these small spaces in Westbrook. As transit hubs/corridors redevelop and already bring in additional population, these spaces will face a much larger demand/usage, and as such should be protected. NO DEVELOPMENT ON EXISTING PARKS OR GREEN SPACES</i></li> <li>-</li> </ul>
<b>Citizens shared that they would like to see more focus on housing affordability and small-scale options</b>	<p>Citizens shared that they would like to see more focus on housing affordability and small-scale housing options.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>“There is an important part missing - education. While schools are not a city responsibility, availability of walkable schools is integral to many of the goals outlined. If parents have to drive to take kids to and from school, they are likely to drive to and from work and other amenities too. The plan must include consideration of school walkability and ensuring that schools remain viable through family-friendly housing in the vicinity of schools.”</i></li> </ul>

	<ul style="list-style-type: none"> <li>- <i>"Increasing housing adjacent to parks in the Westbrook area through mid to large scale developments could result in the elimination of affordable single family homes with close proximity to downtown and other amenities and would negatively impact the demographic of the area by driving away families who prefer to live in single family homes and who utilize the parks."</i></li> <li>- <i>"We really need to emphasize that diverse housing stock. The draft LAP only speaks to 4+ storey buildings but if those continue to be only 1-2 bedroom condos, we will lose the family character and aging in place opportunities in the community. We need three bedroom plus spaces, 1000 sq ft plus spaces, accessibility (not all stairs and elevators) and traffic safety for (kids and) all."</i></li> <li>- <i>"Some good ideas here, but you completely overstep the mark around parks. People want HOUSING OPTIONS, not condos and commercial around all the parks. NO commercial around the parks at all. Housing only. Set up the larger parks to accommodate pop up vendors."</i></li> <li>- <i>"Instead, allow for more duplexes, 4plexes, mixed use, and secondary suites throughout these communities."</i></li> <li>-</li> <li>-</li> </ul>
<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>"In theory but there could be many nuances to several of the points made in the direction outlined. I worry that with so much focus on growth we will lose balance...particularly in the variety of homes and that we will just be stuck with 4+ storey buildings everywhere."</i></li> <li>- <i>"I'm sure I wouldn't like a large building right beside my home and backyard, but in general a denser area is appealing for the reasons you listed."</i></li> <li>- <i>"What about equity in neighbourhood planning??? The development map clearly favours Wildwood and Westgate and dumps all development in and around Glenbrook. It's already a way more dense neighbourhood than Wildwood..."</i></li> <li>- <i>"While there are some good points here, you have TOTALLY missed the mark on what people would like around parks/green spaces. They asked for HOUSING options, not commercial space.."</i></li> <li>- <i>"In favour of higher density north of Bow trail and closer to Westbrook station /mall."</i></li> <li>- <i>"Seems a well thought out plan for development, mobility, and green spaces."</i></li> </ul>



<p><b>Citizens identified on investment opportunities within plan area</b></p>	<p>Citizens feel that the Westbrook Communities plan area would benefit from more investment opportunities.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> <li>- <i>"...Will investing in parks and protecting open space take a backseat to rezoning?"</i></li> <li>- <i>At a minimum maintain all open spaces and parks. Increased efforts to increase park and open space and connectivity between them should be a priority.</i></li> <li>- <i>"This Local Area Plan appears to be a blueprint for moderate to large scale development without addressing human scale needs such as sidewalks wide enough for two people to comfortably walk abreast, or for that matter, have somewhere to walk to"</i></li> <li>- <i>"Greater density would be nice. A few things I would like to see: some traffic calmed roads and avenues suitable for biking east/west and north/south. Perhaps a few more dedicated bike lanes ( improve the one on 26th ave and 29th st SW) and a few more crosswalks to improve pedestrian safety as well.</i></li> <li>- <i>"They are good ideas; here are some suggestions, I would love to see a biodome with year round natural plant diversity for everyone to enjoy, perhaps a built-in aviary as well, see Bloedel Conservatory in Vancouver as example.</i></li> <li>- <i>Or a large park garden that connects to an Artist's Village that serves as a local art hub</i></li> </ul>
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## 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 Westbrook 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 21, 2022, at the Westgate Community Association 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 out project website.

To stay up-to-date on project details and future engagement opportunities please visit [calgary.ca/westbrook](http://calgary.ca/westbrook) 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 Westbrook Communities Working Group. We held 3 working group sessions from February-April 2022.

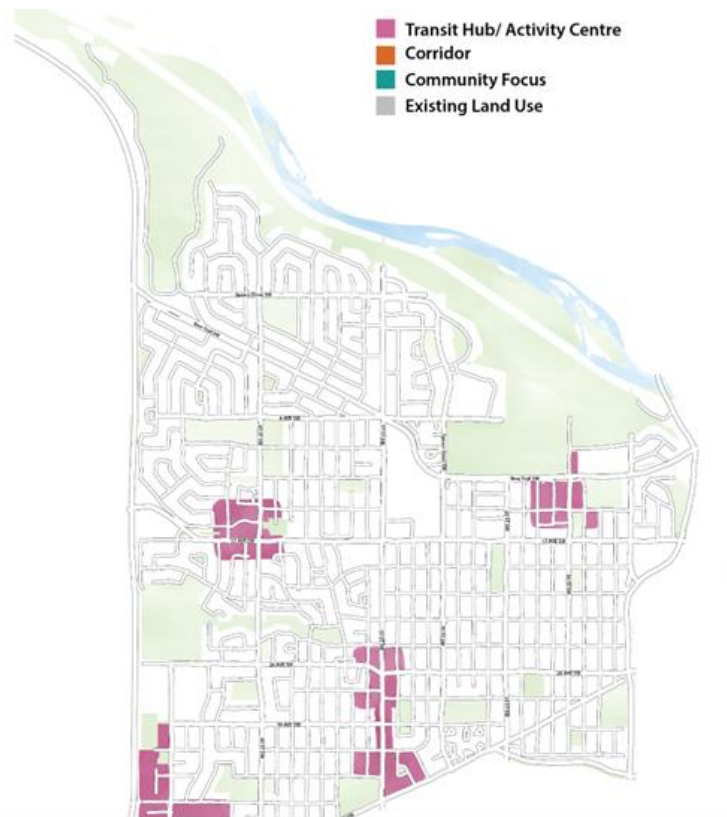
### Westbrook Working Group Session 7: February 15, 2022 - Summary

#### Theme 1: Transit Stations and Activity Centres

The Transit Hub/Activity Centre theme emphasizes a focus on transit stations areas and Activity Centres as areas for new homes and businesses.

The three LRT and two MAX Teal stations and the Richmond Centre Community Activity Centre are envisioned as a focus of development, activity, and growth in the plan.

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



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

##### Summary of Input:

Working Group members felt that the main benefits were that people would be able to get to community hubs without having to drive and that public transit would have more users.

#### Question 2 What are your concerns with this theme?

#### Summary of Input:

Working Group members are concerned about increased crime around LRTs and its impact on adjacent communities. They are also concerned that the level of transit services isn't high enough. Several raised the concern that these kinds of developments tend to offer only one kind of housing and it isn't necessarily more affordable than existing rental options. In terms of the public realm, several members are concerned about a lack of green space and comfortable outdoor areas.

#### **Question 3** Do you feel any areas should be added to this theme? (i.e. did we miss anything?)

Specific suggestions were:

- Bow Trail and 45 Street SW
- Crowchild Trail and 33 Ave SW
- HMCS Tecumseh
- Plan for expanding beyond the current nodes, examples given were to include the retail area at the corner of 33 Street SW and 26 Ave SW, and an additional half block to the east and south of 45 Street LRT station

#### **Question 4** Do you feel any areas should be removed from this theme? (i.e. did we include too much?)

Specific suggestions were:

- Lots along Kelwood Crescent SW and 26 Ave SW
- Waskatenau Crescent SW and West Glen Crescent SW
- 37 Street north of Bow Trail
- Parts of Westgate where residents are building new and renovating RC1 homes.

#### **Question 5** Generally, what scale of development do you feel is appropriate in the areas within this theme? (4 storeys, 6 storeys, 12 storeys)? (Feel free to provide specific direction on what scales are appropriate where)

Specific suggestions were:

- In general: mixed
- Around LTR: 6 or more storeys
- Richmond Road/ Sarcee: 12 storeys
- 37 Street SW: 4-6 storeys

**Question 6** What would make development in this theme successful?

Specific suggestions were:

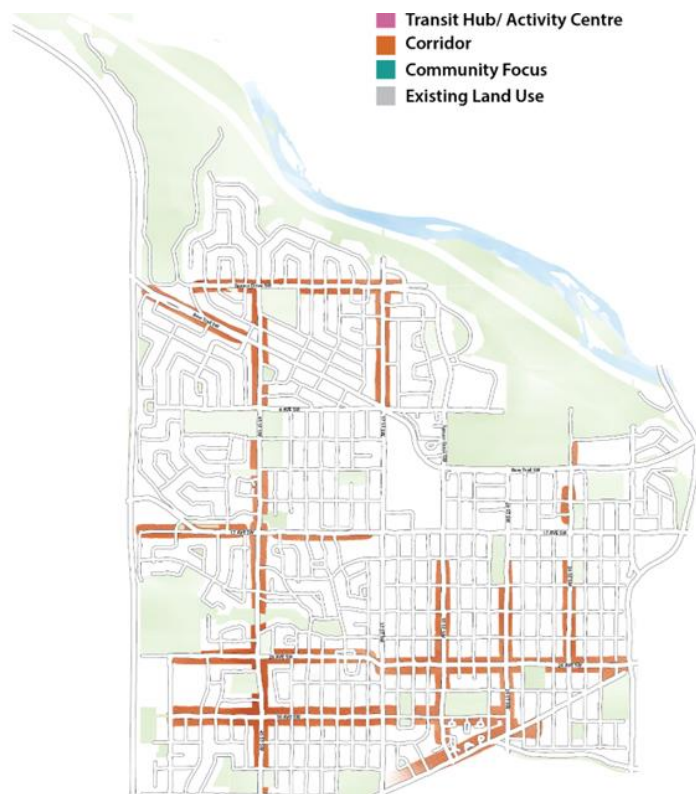
- Walkability, wheelchair access and ramps, cycling infrastructure
- Lighting, safety features
- More investment in public realm, green and open spaces
- More amenities, stores, and services
- Work with major landowners to determine marketability of the Westbrook station area

## Theme 2: Corridors

The theme of developing along main corridors in the community emphasizes a focus on local businesses and main transportation routes as areas for new homes and businesses.

New residents and businesses would locate along main corridors, such as 26 avenue and 45 street (in addition to the already established corridors of 17 Avenue and 37 Street) where new residents and local business would be mutually reinforcing.

Areas where larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map shared at the session:



**Question 1** What do you feel are the benefits of this theme?

Summary of Input:

Working Group members felt this would give wheeling (cyclists & scooters) and walking customers access to increased variety of retail and create a vibrant streetscape without increasing neighbourhood traffic. A few mentioned better access to amenities and housing options.

**Question 2** What are your concerns with this theme?

Summary of Input:

Working Group members are concerned that higher density and taller buildings along the corridors will create uncomfortable streetscapes and poor walkability, for example windy and shadowed. Some felt there was a danger that density along corridors will isolate the neighborhoods behind them.

There were also concerns about traffic congestion in general where density is added and parking, especially parking in front of businesses and EV charging stations in future. Some felt that 4+ storey buildings were not appropriate for areas around schools in particular because of increased traffic.

**Question 3** Do you feel any areas should be added to this theme? (i.e. did we miss anything?)

Specific suggestions were:

- Variety in types of buildings – specifically in Wildwood:
- Areas to be added to the theme:
  - 17 Ave SW and 24 Street SW (HMCS Tecumseh)
  - North edge of 33 Street SW
  - South side of Bow Trail across from the golf course
  - 51 Street SW between 26 Avenue SW and Richmond Road SW
  - Bow Trail between 45 Street SW and 37 Street SW
  - 38th Street east side north of Bow in place of 37th Street
  - Wildwood along Bow Trail behind the sound wall vs middle of community along Spruce Drive
- Streetscape improvement considerations
  - Wider sidewalks and/or buffers between pedestrians and vehicle traffic

**Question 4** Do you feel any areas should be removed from this theme? (i.e. did we include too much?)

Areas to be removed from this theme:

- 37 Street SW, north of Bow Trail
- Turtle Hill
- Glendale, Westgate, and Wildwood
- 45 Street SW from Bow Trail SW to 17 Ave SW
- 17 Avenue SW from Sarcee Trail to 37 Street SW
- 17 Avenue SW at 26 Street SW and 25A Street SW: (school property)
- 26 Ave SW at 51 Street SW: (school property)

**Question 5** Generally, what scale of development do you feel is appropriate in the areas within this theme? (4 storeys, 6 storeys, 12 storeys)? (Feel free to provide specific direction on what scales are appropriate where)

Summary of Input:

In terms of specific preference for location, most felt 4-6 stories was appropriate (locations identified below). Several Working Group members discussed scale in terms of the construction materials e.g., concrete must be more than 4 storeys. Some focused on the scale that would be most economically viable to developers e.g., a building with fewer than 6 storeys is not profitable.

Specific suggestions were:

- Within communities: 4 storeys with 6 storeys interspersed
- Key corners and community entrances/gateways: 6 storeys
- 45 Street SW: 4 storeys or less
- 37 Street north of Bow Trail: 4 storeys
- 30 Ave SW neighborhood in Killarney: 4 storeys
- 17 Ave SW and 45 Street SW: less than 6 storeys

**Question 6** What would make development in this theme successful?

Specific suggestions were:

- Design streets and sidewalks for safe walking and wheeling, active transportation and traffic flow
- Attractive streetscape with landscaping and tree canopy, green spaces, gathering spaces, avoid “canyon effect”
- Mix of housing types to attract new demographics to the area
- Mixed use and businesses at street level (local and chains) and integrate the high street into the adjacent neighborhoods so it feels like one community

## Theme 2: Parks

The theme of developing adjacent to parks emphasizes a focus on local parks and amenities as areas for new homes and businesses.

New residents and businesses would locate around community parks and civic facilities, which would act as local gathering places, providing easily accessible open spaces for new residents and adjacent amenities for local businesses.

Areas where larger scale buildings (4 storeys or greater) would be considered in this theme are shown in the map shared at the session:



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

#### Summary of Input:

Working Group members felt that it will benefit people living in higher density homes by creating the feeling of personal green space or backyard. Some felt that this could attract developers to build there and attract small restaurants or coffeeshops.

### Question 2 What are your concerns with this theme?

#### Summary of Input:

Working Group members felt there was too much focus on developers and that parks should include more uses, naturalized areas, gathering spaces and ensure they are accessible to everyone. There were concerns that some of the green spaces identified are school properties. The Working Group was also concerned about the ability of pocket parks to meet the needs of a high-density development or attract enough people



to benefit businesses. A couple of members pointed out that heavier use could create traffic and parking issues on smaller streets.

**Question 3** Do you feel any areas should be added to this theme? (i.e. did we miss anything?)

Areas suggested to be added: :

- Shaganappi golf course
- Develop Westbrook Mall as a new mixed-use development instead of developing land adjacent to existing park space.
- North of 33 Ave SW across from Richmond Green Park

**Question 4** Do you feel any areas should be removed from this theme? (i.e. did we include too much?)

Areas suggested to be removed:

- 29th Street in Shaganappi is functionally a dead-end
- Grove Hill Rd SW around Granlea Place SW: lots backing onto Glenmeadows School
- 3 Ave between Poplar Road SW and Spruce Drive SW (across from Calgary Quest School property)
- Turtle Hill and area about Glendale Community Association: limited road access and development would cause too much shadowing in the lower elevation of the ravine
- 8 Ave SW near 45 Street SW: parks near the schools
- Shaganappi Park at Shaganappi Community Association: no road access, just alley
- 43 Street SW and 8 Ave SW by St. Michael's School: traffic

**Question 5** Generally, what scale of development do you feel is appropriate in the areas within this theme? (4 storeys, 6 storeys, 12 storeys)? (Feel free to provide specific direction on what scales are appropriate where)

Summary of Input:

Working Group members felt 4-6 stories was appropriate especially for low traffic neighbourhood parks. Several raised the issue of shadowing; one member felt taller buildings (12+ storeys) could be appropriate where the scale gradually increases or decreases in the area.

**Question 6** What would make development in this theme successful?

Suggestions were:

- Avoid shadowing the parks to ensure at-grade sunshine for park users and future mixed-use development
- Setbacks from parks for large developments
- Native plants and trees, wildlife habitats, park amenities, accessible for everyone, landscaping, community spaces and sports fields
- Ensure enough street parking
- Shorter buildings around smaller parks

## **Westbrook Working Group Session 8, March 17, 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 retain existing home and location
- Better use of land without compromising yard
- Appealing to families seeking multi-generational living arrangements

Challenges:

- Limited outdoor amenity space
- Mobility concerns with stairs for older residents
- Privacy concerns

**Adjacent residents to the proposed development:**

Benefits:

- Greater marketability of over-garage suites vs basement suites
- Ability for design considerations to be integrated into the streetscape
- Potential for more paved alleyways

Challenges:

- Potential of increased parking issues
- Shadowing effects on adjacent yards
- Privacy concerns

**Existing residents in the wider community:**

Benefits:

- Potential increase in the walkability of laneways
- Successful designs may be a catalyst for change in the community

Challenges:

- This type of development appeals to only a small segment of the population. Resale may be challenging.

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

Benefits:

- An increase in the number of residents to shop and attend local schools/events
- Potentially activate more local businesses in the community with an increase in population

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:**

- Encourage basement suite development vs over-garage suite development
- Beautification of alleyways to offer more potential usable space for residents

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

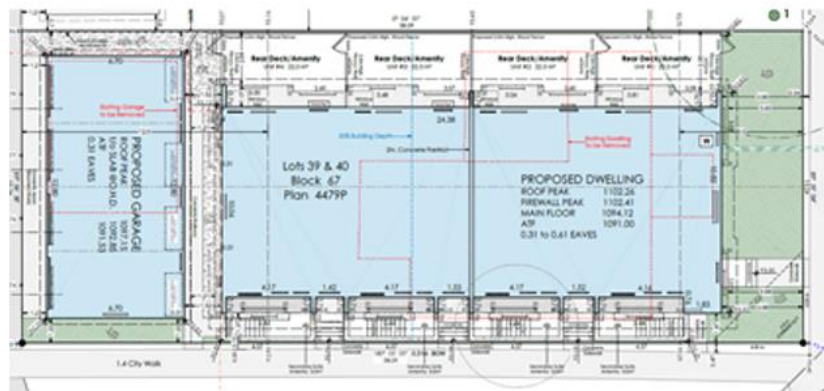
K and C have lived in their neighbourhood for over 20 years. Over the years, and more so recently, they have welcomed a lot of new people into their communities and had to say goodbye to many friends who have moved away as their lives changed and they sought suitable housing options elsewhere. Each week 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:

- Appealing to families seeking multi-generational living arrangements
- Provides diversity in housing options

Challenges:

- Affordability concerns
- Limited outdoor amenity space, limited space for storage
- Mobility concerns with stairs for older residents
- Too much of this type of development does not help with diverse housing options
- Realistic catchment population is not achieved with this level of density to support local businesses

**Adjacent residents to the proposed development:**

Benefits:

- None identified

Challenges:

- Loss of green space and trees
- Potential parking issues and issues with adequate space for garbage, recycling and compost bins
- Shadowing effects on adjacent yards
- Privacy concerns

**Existing residents in the wider community:**

Benefits:

- This type of development provides an entry point in the market for first time homebuyers
- Provides diversity in housing options for the neighborhood

Challenges:

- Loss of green space and trees

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

Benefits:

- An increase in population will potentially help activate more local businesses and justify a higher level of services (transit etc) in the community

Challenges:

- Increase in population in the community, however if they have to commute elsewhere for work/school, community services will continue to decline

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:**

- Design considerations for corner lots should include entrances facing both streets
- Ensure there is adequate parking
- Consider entire blocks of similar housing types
- Row housing make the most efficient use of land
- Trees and green space are important for the look and feel of the community
- Ensure that setbacks from the street allows for wider sidewalks and improved walkability
- Affordable housing. Council should consider incentivizing these types of developments in struggling communities.



### 3. Mid-block street facing rowhouse

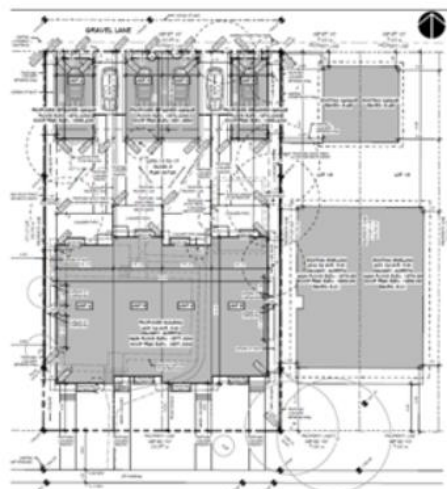
T and J are mid-age successful professionals who are moving to Calgary for work and they are looking for a new home. They have a 14 year old son, M, who will be going to a Junior High School and a 3 year old small dog. They are well into the environmentally friendly and sustainable way of life, so access 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:

- Provides a diverse housing option in the neighborhood
- More affordable
- Provides viable option to create more demand for area schools

Challenges:

- None identified

**Adjacent residents to the proposed development:**

Benefits:

- This type of development provides a nice transition from neighboring semi-detached houses

Challenges:

- Potential parking issues and issues with adequate space for garbage, recycling and compost bins
- Shadowing effects on adjacent yards
- Mid-block developments may generate more opposition/impacts to adjacent single-family homes

**Existing residents in the wider community:**

Benefits:

- Existing residents with larger lots may see renewed developer interest in acquiring their property if/when they want to sell
- A greater variety of housing options potentially leads to a more diverse and vibrant community

Challenges:

- None identified

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

Benefits:

- Provides viable option to create more demand for area 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:**

- Developments of this type should only be considered on sites with a back lane
- Roof style should fit into the existing context of the street
- Waive minimum front yard setback to allow for more options for backyard space

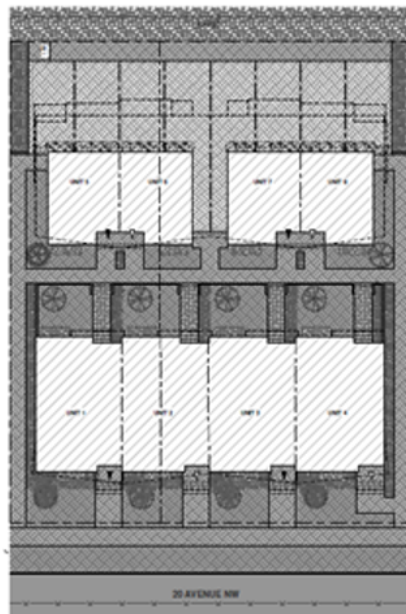
#### 4. Courtyard-style rowhouse

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:

- This style of development offers new residents an additional housing option that is more affordable, unique, and site specific

Challenges:

- None identified

**Adjacent residents to the proposed development:**

Benefits:

- A courtyard is a way to have usable outdoor amenity space with less shading on adjacent developments

Challenges:

- This type of development tends to draw a lot of criticism from adjacent residents
- The opportunities from such developments are often not communicated to the community which can create opposition from adjacent residents

**Existing residents in the wider community:**

Benefits:

- Varied housing options can create a more diverse and lively community
- Development tends to lead to more development which can have a positive perceived impact on the community look and feel

Challenges:

- Development tends to lead to more development which can lead to conflict within the community about what the community should look and feel like

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

Benefits:

- None identified

Challenges:

- Uncertainty surrounding which demographic of the population would live in this type of development could initially impact what local businesses and services are available in the community

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:**

- Vehicle access to the property should be via the courtyard or there should be a designated lane for vehicle storage
- Development should only be considered on streets with a residential speed limit of 40km/h

*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:

- Development is more energy efficient as each unit only has two exterior walls

Challenges:

<ul style="list-style-type: none"> <li>The size of this type of development does not fit into the existing community</li> </ul>
<p><b>Adjacent residents to the proposed development:</b></p> <p>Benefits:</p> <ul style="list-style-type: none"> <li>This type of development should be encouraged along an entire block to avoid potential shading issues on adjacent properties</li> </ul> <p>Challenges:</p> <ul style="list-style-type: none"> <li>Shading concerns by adjacent residents</li> <li>Limited windows on the sides of the development</li> <li>This type of development highlights the limitation of drawing aspirational lines on maps without sufficient incentives like area amenities</li> </ul>
<p><b>Existing residents in the wider community:</b></p> <p>Benefits:</p> <ul style="list-style-type: none"> <li>None mentioned</li> </ul> <p>Challenges:</p> <ul style="list-style-type: none"> <li>This type of development may be perceived as one that doesn't fit within the current style of the community</li> </ul>
<p><b>Local businesses and services in the community (for example, schools).</b></p> <p>Benefits:</p> <ul style="list-style-type: none"> <li>None mentioned</li> </ul> <p>Challenges:</p> <ul style="list-style-type: none"> <li>None mentioned</li> </ul>

<p>2. Given the benefits and challenges listed in question 1, how could these types of developments be better integrated to fit into communities?</p>
<p><b>Summary of Input:</b></p> <ul style="list-style-type: none"> <li>Minimal support by the group for building this type of development in the community</li> <li>This type of development may help with creating a vibrant community and may help offset outward growth with increased density</li> <li>Ensure these developments are built with paved lanes/adequate lane lighting</li> <li>This type of development may be best suited to be located on a main street</li> </ul>

## Westbrook Working Group Session 9, April 5, 2022 - Summary

### Refining the Plan

At this session, working group members were asked to discuss how municipal improvements could support and stimulate growth.

#### Part 1:

##### A. Universal Implementation Approach/Policy Tool

Some improvements are overarching and can be applied universally across the plan area. For example, this would encompass improvements to infrastructure that would both support and stimulate growth in the entirety of the plan area.

Below are the top five improvements suggested by working group members that could potentially be applied universally across the plan area:

**Improvements to cycling and pedestrian infrastructure** – community would like to see overall improvements to cycling and pedestrian infrastructure (accessible and safe)

**Integrated community gathering places** - areas that encourage people to gather. Benches, patios, firepits, tables.

**Transit improvements** – public transit needs to be convenient, comfortable, and safe

**Commercial or mixed-use zoning in all neighborhoods** – more mixed-use or commercial development allows for better walkability within each neighborhood

**Street trees integrated along front-of-walk boulevards** – creates a more inviting safe space for pedestrians

##### B. Area based implementation approach/Policy tool

Moderate to large scale growth areas including transit stations/activity centres, corridors and parks, or community focus areas are often the focus of improvements that can both support and stimulate growth in key areas.

Below are the top five area-based improvements suggested by working group members:

**Traffic calming measures** – addition of crosswalks and traffic calming measures where needed

**Pedestrian/bike path on south side of Shaganappi golf course** – this would support the connection between Shaganappi with Spruce Cliff

**New pedestrian crossing on Bow Trail** – there are too few crossings between Wildwood and Westgate currently

**Public realm improvements to 12<sup>th</sup> Ave S.W.** – use of paving stones and planters to connect the two LRT stations

**Improvements to cycling infrastructure in Spruce Cliff/Wildwood** – community would like to see overall improvements to cycling infrastructure (accessible and safe)

### **C. Site specific implementation approach/Policy tool**

Certain improvements are specific priority options that would only apply to individual sites because of the unique nature of those sites in supporting and stimulating growth. For example public improvements to specific community facilities and spaces.

Below are the top five site specific implementation improvement ideas provided by working group members:

**More tree/shrub planting along Spruce Drive** – the street could become more aesthetically pleasing with additional plantings

**Accessible crosswalks in Westgate** – currently much of the neighborhood has elevated curbs which is difficult to navigate with strollers/wheelchairs

**Pathways that connect roadways along Crowchild Trail** – more inviting linked pathways instead of using alleyways

**Accessible sidewalk on north side of Bow Trail between Spruce Drive and 26<sup>th</sup> Street** – people use this side to access amenities on the north side of the road

**Douglas Fir Trail maintenance** – the trail requires maintenance to keep it in usable condition

### **Part 2:**

Understanding the benefits, challenges, and trade-offs associated with a few of the improvements identified during Part 1 of the session.

Working group members were asked to rank the improvements identified during Part 1 of the session. The improvements below are the highest ranked by members.

### **Improvement Option 1: Implementation approach: Universal**

**Integrated community gathering places:** Creating spaces like community gardens, rinks, fields that encourage people to gather

#### **Benefits:**

- Would encourage people to spend more of their leisure time in their own community
- Would increase use of park space
- Creates a strong sense of community

#### **Challenges/Trade-offs:**

- Could increase traffic and parking issues
- Finding space in developed communities to create new spaces vs upgrading existing locations



**How will nearby development interact with and respond to the improvement?**

- The areas may become more coveted areas to live due to the close vicinity to the community gathering place
- Opportunities for cross-promotion of local businesses with residents

**Improvement Option 2: Implementation approach: Area based****Pedestrian crossing on Bow Trail:** There aren't enough crossings between Wildwood and Westgate**Benefits:**

- Increase in pedestrian safety while maintain traffic flow
- Walking in this area would be made safer with this improvement
- Currently Bow Trail is a barrier to movement between communities north and south of Bow Trail
- Better access to the river for pedestrians coming from south side of Wildwood

**Challenges/Trade-offs:**

- Funding this type of improvement is expensive and could increase taxes
- Up and over is not always easier and lengthens travel time
- Raised pedestrian crossings can be treacherous in the winter months

**How will nearby development interact with and respond to the improvement?**

- Would impact the green development of future infrastructure and how the at-grade interaction would be more integrated with street-level pedestrian traffic; would encourage an alternative to residential use of cars in the area.

**Improvement Option 3: Implementation approach: Site specific****Pedestrian friendly sidewalk on north side of Bow Trail between Spruce Drive and 26<sup>th</sup> Street****Benefits:**

- Walking in this area would be made safer with this improvement
- Currently Bow Trail is a barrier to movement between communities north and south of Bow Trail
- Amenities on the north side of Bow Trail would become more accessible

**Challenges/Trade-offs:**

- None identified

**How will nearby development interact with and respond to the improvement?**

- Currently Bow Trail is a barrier to movement between communities north and south of Bow Trail

### Part 3: Small Scale Implementation Options

#### Universal Implementation Approach:

Housing Type	Rationale
Example: Blue houses	Blue houses are compatible with all other small-scale housing forms.
Singles, semis, duplexes, suites and any other housing form that adheres to the same maximum building envelope (ie. 45% parcel coverage, 8.6m-10.0m height limit based on adjacent buildings, minimum front, side and rear setbacks, etc.)	As all of these housing forms would be subject to the same maximum building envelope they should be fully compatible with each other, and therefore should be able to be built on any parcel in any small scale residential area.
Specific material palettes consistent with sustainability, while being considerate of cost and aesthetics	While a home should be able to be an expression of freedom and style of one's self, specific materials (wood, concrete, glass, green walls and roofs, etc.) can create a universal look and feel that connects the 'urban feel' of an integrated neighborhood while offering a modern and refreshing aesthetic that can improve social connectedness and even increase neighborhood-wide property value.
We use the LAP groups to establish form-based policies for mid-block rowhouses in the bylaw, to be achieved immediately by bylaw amendment (as we did with various new MU categories with the Main Streets initiative)	Reduces community uncertainty, saves council time as these are becoming the new "secondary suites". Make sure that legitimate issues are addressed in the guidelines (i.e. scale limitations; availability on corridor/non-corridor streets; shadowing/overlooking mitigations)
Form based policy direction (eg. 3 storeys or less, max FAR, X% lot coverage)	A form-based policy approach acknowledges that the number of units within a building can be invisible from the street if it generally conforms to form based rules that regulate scale and building form instead of density
Public realm interface	Landscaping standards incorporating snow storage

Housing not on a main street but rather internal to the community	Would like to see % of lot coverage or % of green space policy for specific swaths of the area. So that it prevents maximum lot cover. An example is RCG - using a full lot for garage and units, but no protection of any green or addition of outdoor patio/roof greening. For RC2 or RC1 same could apply to preserve inner city canopy and green space
Consider blanket zoning on additional corridors using MU and possible new categories directly tied to the new LAPs.	Can expand and execute popup Main Streets initiatives more quickly in response to demand, providing there is a precondition of an approved and adequate supporting infrastructure plan. This increases certainty in communities, adds more granularity to the wide ranges of height categories in LAPs, and allows a quicker response to market demand. Eg. Altadore's recent 14 St application last week.
Communal spaces for dense housing	Would like to see some ideas around better use of communal design for higher density. Eg: Courtyards or rooftop zones. This would satisfy renters to build areas for congregating. Lots of rental along 29th, so could have some focus there.
Cooperative Housing	Make it easier for housing co-ops to buy land, provides affordable options for families. More buy-in than straight rentals, and more stable form of housing than rentals
Character policy	In order for an area to qualify as a 'character area' and receive some sort of special status it must actually have real demonstrable character, be unique, and valuable, not just be old, or be granted a status as a means of freezing in time a land use.
Affordable senior housing	If developers propose basement suites or carriage housing, would like to see some principles around what affordability looks like. Current demographic is seniors in bungalow 0 cannot afford new builds even if basement suites etc. - also not accessible. So we will lose that demographic from the community. Good Companions club on 26th street near Glengarry Dog Park - might be a decent focus area to ensure ground level affordable is available for seniors to keep the demographic in the community and provide a walkable area to congregate
Basement suites	Would like to see

## Locational Implementation Approach (site characteristics)

Locational Criteria	Housing Type	Rationale
<i>Example: Adjacent to Parks</i>	<i>Green Houses</i>	<i>Green houses are the same colour as parks!</i>
Adjacent to busier roads	Row houses / townhomes	Denser residential allows for more consistent (busier) use of more strategic routes and nodes and encourages greater green transportation methods (walk, bike, etc.), while making larger (scarier?) roads feel more inclusive and accessible.
Front sidewalks	All	Vehicle access to the site from a lane
Across the street or lane from block faces designated for mid-scale developments	Rowhouse, townhouse and other developments that have a larger maximum building envelope (eg. 60% parcel coverage, etc.)	These larger forms of small-scale residential developments are more compatible with each other than they are with the smaller forms of small scale residential developments and can help to create a softer transition from mid-scale developments to smaller scale developments. In addition, rowhouse developments make most sense when they can be built zero lot line and side-by-side with other zero lot line rowhouse developments. Accordingly, it may make sense for certain block faces to be designated as appropriate for the larger forms (including block faces that are across a street or lane from block faces designates for mid-scale developments) and other block faces to be designated as appropriate for the smaller forms.
Merge rc1 rc2 rcg zones	Less intensive housing local	Society today does not require a hierarchy of legacy land use exclusions
Maintain granularity of Shaganappi Point ARP, specifically the lot coverage and height limitations along Bow Trail	Shaganappi Point was a missing middle project	The ARP is very recent and has significant buy-in by adjacent residents. Specifically, 3-4 lot consolidations no broader than ½ block on very log block perpendicular to 12th Avenue.

## Map Based Approach

Location	Housing Type	Rationale
<i>Example: Transit Station Areas</i>	<i>Red Houses</i>	<i>Red Houses attract people who use transit</i>
<i>Example: 100 Avenue</i>	<i>Turquoise Houses</i>	<i>Turquoise houses would create a good feel for this street.</i>
Any buildings		Height - Along valley ridge - protect the tree line -long distance site lines from the north and down town - recreational use of the valley
No where	Single Detached (Only)	Restricting any area to only single detached homes makes no sense, as it does not preclude densification (you would still be able to subdivide a wide lot and build 2 skinny single detached homes on it), but it would effectively require that all infills must be in the least space and energy efficient form (singles share no exterior walls and must leave 4ft side setbacks on both sides).
Glendale, Glenbrook, Wildwood	Single RC1 areas only within parts of these areas	Like new greenfield type neighborhoods there are areas that are designated for single-detached and areas for higher density. This should be considered and respected for older communities as well. Moving carte blanche across these neighborhoods will increase opposition so a give and take approach needs to be considered here. by comparison.

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

Attached is the summary of the Phase 2 discussions we have had with the community associations in the plan area from February – April 2022.

### **Westbrook Community Association Meeting(s) Summary**

Meetings with community associations in the Westbrook Communities took place on Feb 22/22, Mar 3/22, and Apr 4/22.

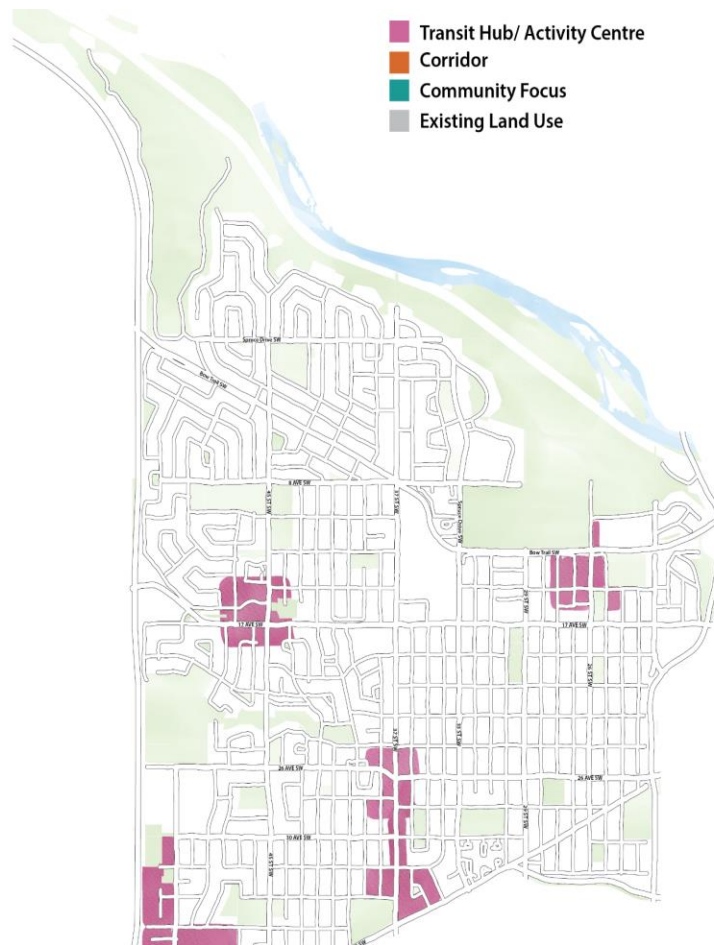
### **Moderate to large-scale growth**

At these sessions, community association representatives were asked to discuss moderate to large-scale growth near transit stations and activity centres, corridors, and parks. Small scale development was also discussed. A summary of feedback is below:

#### **Theme 1: Transit Hub and Activity Centres**

The Transit Hub/Activity Centre theme emphasizes a focus on transit stations areas and Activity Centres as areas for new homes and businesses. The three LRT and two MAX Teal stations and the Richmond Centre Community Activity Centre are envisioned as a focus of development, activity, and growth in the plan.

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



### Transit hub and activity centres as a focus for development

#### Benefits:

- More people would use transit
- Makes sense to have moderate to large-scale development near transit
- Creates a livelier and safer environment
- More commercial amenities in the area

#### Concerns:

- Traffic congestion concerns
- A potential increase in area crime
- Needs to be pedestrian friendly (wide sidewalks with adequate lighting)
- Developer concerns with putting all higher density in noisier, busier locations, rather than quiet locations

#### Should any areas be added to this theme?

- Area around 45<sup>th</sup> St. should be larger
- 29<sup>th</sup> St. and 33<sup>rd</sup> Ave
- Most Crowchild Tr. crossovers and most of 37<sup>th</sup> St. (current BRT routes)

**What scale of development is appropriate in the areas within this theme?**

- 6 storeys would be acceptable depending on surrounding context
- Large-scale buildings appropriate around the Westbrook Mall site

**What would make development in this theme successful?**

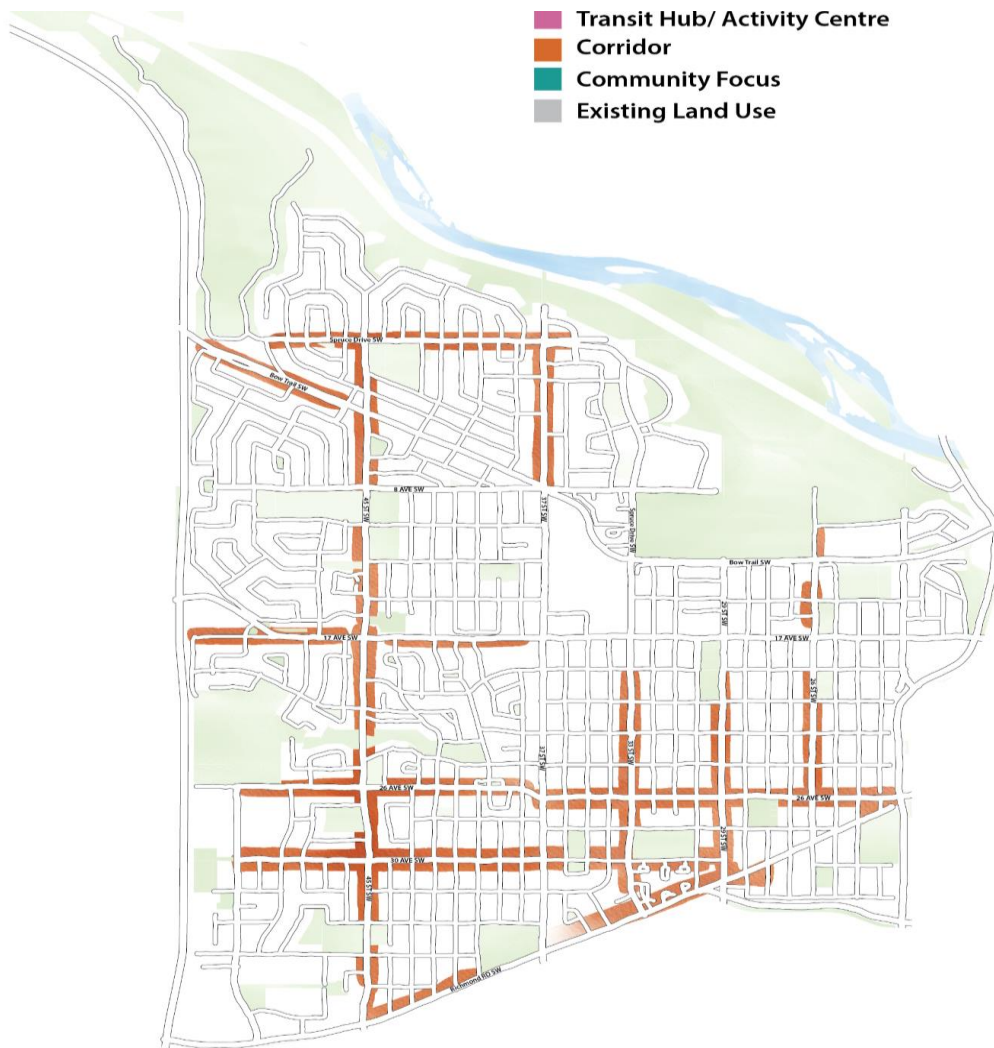
- Gentle transitions to adjacent lower density areas
- Focus on transit in these areas
- Walkability

**Theme 2: Corridors**

The theme of developing along main corridors in the community emphasizes a focus on local businesses and main transportation routes as areas for new homes and businesses. New residents and businesses would locate along main corridors, such as 26 avenue and 45 street (in addition to the already established corridors of 17 Avenue and 37 Street) where new residents and local business would be mutually reinforcing.

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





## Corridors as a focus for development

### Benefits:

- More walkable
- Density and traffic stay along main corridors where transit is located
- Population growth creates more commercial business opportunities

### Concerns:

- Traffic and parking concerns
- Resistance from current local residents
- Development along corridors needs to be pedestrian friendly

### Should any areas be added to this theme?

- 29<sup>th</sup> St and 15<sup>th</sup> Ave
- Richmond Road
- 17th Ave
- 37th Street

- Sites behind the sound wall along bow trail west of 38th
- 38th east side north of bow trail to 4th Ave vs 37th street

**Should any areas be removed from this theme?**

- 29<sup>th</sup> St is no longer a collector north of 17<sup>th</sup> Ave as access to Bow Tr has been removed
- 37<sup>th</sup> St north of Bow Tr
- 45<sup>th</sup> St north of Bow Tr
- Spruce Dr

**What scale of development is appropriate in the areas within this theme?**

- Nothing more than 6 storeys is appropriate
- Above 6 storeys should consider surrounding context
- Spruce Dr not appropriate for 4 storey development
- 4 storey maximum in Wildwood

**What would make development in this theme successful?**

- Mitigating traffic and parking issues
- New developments should have good interaction with the street
- Pedestrian and cyclist friendly
- Gentle transitions to the adjacent lower density areas

### **Theme 3: Parks**

The theme of developing adjacent to parks emphasizes a focus on local parks and amenities as areas for new homes and businesses. New residents and businesses would locate around community parks and civic facilities, which would act as local gathering places, providing easily accessible open spaces for new residents and adjacent amenities for local businesses.

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



### Development adjacent to Parks

#### Benefits:

- Accessibility to park space
- Safer parks
- Allows for varied housing choices in the neighborhood
- Immediate availability of shared green space may mitigate the effect of larger buildings on adjacent properties

**Concerns:**

- Current residents would resist this proposal
- Immediate proximity of parks is not logically necessary to attract density. People will walk a block or two
- Site specific concerns regarding density around parks (Turtle Hill, near Westgate School)

**Should any areas be added to this theme?**

- Wildwood Drive
- Cedar Cres
- Alexander Fergusson School field
- 25A St (across from off leash dog park)

**Should any areas be removed from this theme?**

- Area around Glenbrook School and Glenbrook Community Association
- Areas around Vincent Massey and Westgate School
- Poplar Road
- Wildflower Arts Centre
- Area next to Shaganappi Park

**What scale of development is appropriate in the areas within this theme?**

- Garage and garden suites most supported
- 2-storey infills would work
- 4-6 storeys

**What would make development in this theme successful?**

- Big windows facing the park
- Year-round park amenities
- Sufficient parking
- Gentle transitions to the adjacent lower density areas
- Good access to transit

**Theme 4: Small Scale Growth**

Small scale buildings include building types that are three storeys or less. Buildings in this type include single detached homes, semi-detached homes, rowhouses, townhouses, cottage clusters, secondary suites and other housing forms of this scale.

**1. What positive benefits do you see from allowing more small-scale housing types in**

**your community?**

- More walkable communities
- More patrons for local businesses
- Affordability
- Diverse housing options
- Increased services in the area (transit, local businesses)
- Helps to revitalize the area
- More accessible community for a more varied socioeconomic class
- It's a less intrusive way to add density to the community

**2. What negative effects worry you about allowing more small-scale housing types in your community?**

- Parking and traffic concerns
- New buildings need to fit with the current architecture of the neighborhood
- The compatibility of different types of developments
- The uncertainty associated with lower density developments being allowed to be built anywhere

## **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.

### **Westbrook Commercial Landowner and Industry Representatives - Meeting Summary**

A meeting with industry representatives in the Westbrook Communities took place on March 15, 2022.

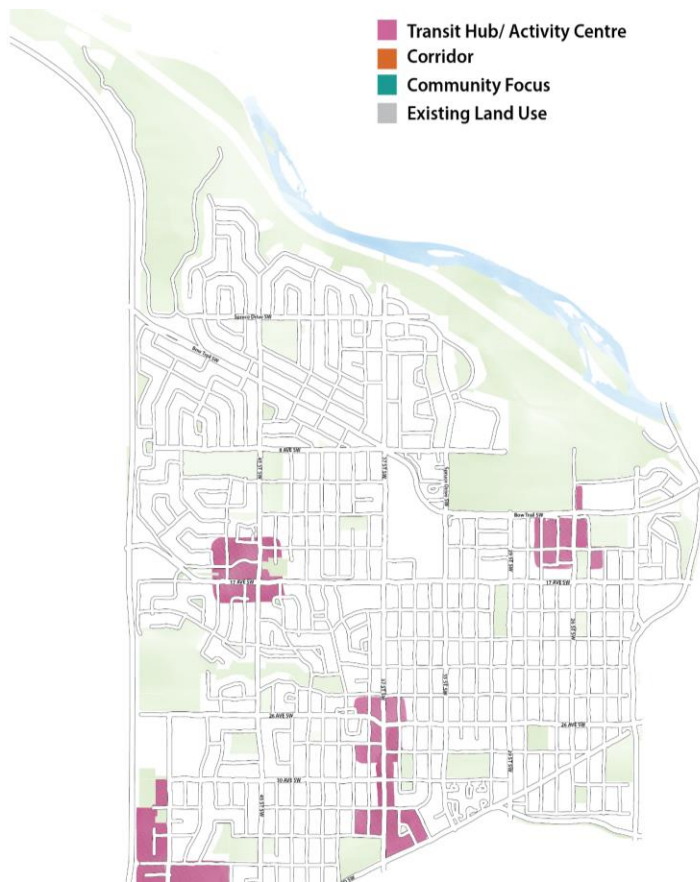
### **Moderate to large-scale growth**

At this session, industry representatives were asked to discuss moderate to large-scale growth near transit stations and activity centres, corridors, and parks. A summary of feedback is below:

#### **Theme 1: Transit Hub and Activity Centres**

The Transit Hub/Activity Centre theme emphasizes a focus on transit stations areas and Activity Centres as areas for new homes and businesses. The three LRT and two MAX Teal stations and the Richmond Centre Community Activity Centre are envisioned as a focus of development, activity, and growth in the plan.

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



## Transit hub and activity centres as a focus for development

### Benefits:

- This is the most economic way to build 4+ storeys due to high cost of underground parking

### Concerns:

- There is a missing node along Crowchild Tr (based on Max Yellow BRT)
- Bus transit does not promote a higher density lifestyle

### Should any areas be added to this theme?

- No suggestions received

### What scale of development is appropriate in the areas within this theme?

- 6-12 storeys

### What would make development in this theme successful?

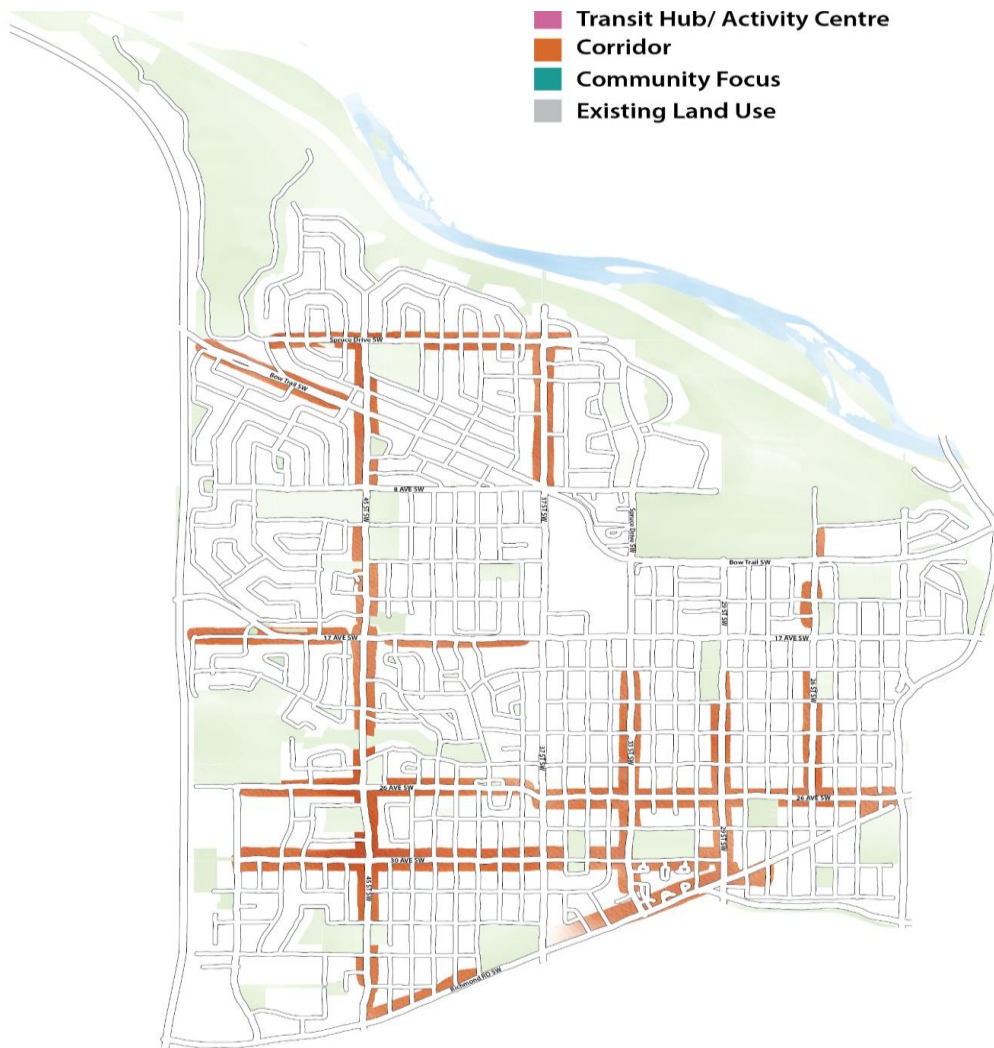
- Grocery stores
- Retail
- Recreation amenities
- Parks and open space
- Walkable
- Aesthetically pleasing public art/realm
- Accessible (not congested)

## **Theme 2: Corridors**

The theme of developing along main corridors in the community emphasizes a focus on local businesses and main transportation routes as areas for new homes and businesses. New residents and businesses would locate along main corridors, such as 26 avenue and 45 street (in addition to the already established corridors of 17 Avenue and 37 Street) where new residents and local business would be mutually reinforcing.

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





## Corridors as a focus for development

### Benefits:

- No suggestions received

### Concerns:

- Weakens chance that transit focused land will develop within next 50 years

### Should any areas be added to this theme?

- No
- While I understand boundaries need to be set, I see issues with this and all LAPs where we don't consider double-loaded growth corridors that defy community boundaries to set expectations for community/industry – key example in this plan is the southside of Richmond RD (Glamorgan, Rutland Park, Richmond).

**Should any areas be removed from this theme?**

- Corridors that do not connect to transit themes should be postponed

**What scale of development is appropriate in the areas within this theme?**

- 3 storeys or less (wood rows/stacked rows)
- 6 storeys wood apartment style
- 6-12 storeys midrise concrete

**What would make development in this theme successful?**

- No suggestions received

**Theme 3: Parks**

The theme of developing adjacent to parks emphasizes a focus on local parks and amenities as areas for new homes and businesses. New residents and businesses would locate around community parks and civic facilities, which would act as local gathering places, providing easily accessible open spaces for new residents and adjacent amenities for local businesses.

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



### Development adjacent to Parks

#### Benefits:

- Small scale commercial in low-density areas can contribute to a sense of place without competing with larger scale commercial areas

#### Concerns:

- No consensus on whether or not this theme should be delayed or built out in parallel to other themes

**Should any areas be added to this theme?**

- Plan of development is a great idea but proximity to a park should add weight though a new policy

**Should any areas be removed from this theme?**

- No suggestions received

**What scale of development is appropriate in the areas within this theme?**

- 4-6 storeys
- 4-5 storeys transitioning to 2-3 storey single family homes

**What would make development in this theme successful?**

- Enhance parks (sports fields, benches, event space, theatre)

## **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)

Are there any areas within Transit Station Areas (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 integrates well into the community.

- Are there any areas within Transit Station Areas (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 integrates well into the community.
- Themes
- Along Spruce Drive
- I don't think 4+ storey buildings should be allowed around the 45th Street Station at all. Buildings of that height, especially on the street not immediately adjacent would have too great of a negative impact on surrounding houses. and would not fit into the communities of Westgate or Glendale.
- Along the transit station areas indicated on 37 Ave and 26 St many preschool and elementary school children walk to their designated facilities and playgrounds. High density and large scale buildings increase traffic and more transient individuals potentially jeopardizing the safety of them.
- 47th St SW, Waskatenau Cres SW, Westwood. 4+ stories would cover the single level family homes in this area in shade & remove privacy. In addition to exasperating current traffic and parking concerns. Area would no longer be family friendly. Why can't we have inner city family friendly neighbourhoods? 4+ complexes should be built in areas with multiple amenities (not just a train station) with multiple egress routes e.g Westbrook mall and Downtown (aren't we trying to revitalise downtown?)
  - Intersection of 45th ST/ 17 Ave SW. Any land available for redevelopment at all four legs of this intersection would be far more reasonably utilized to modestly improve the intersection for right turning vehicles (including the EV's many will be driving) & reduce the unreasonable congestion (and GHG generation) during many times of the day. 2) Misc. encroachments into ex. residential areas ( ie 1 Blk west of 37th ST, N of 26 Ave & S of 28th Ave. Improve redev of ex. C1- C2 to integrate.
- The intersection at 45st and 17th ave is already a safety issue. More buildings mean more congestion whether it is foot or car. I support some development, but they need to take into account traffic and safety.
- In my opinion, areas around 45th St Station are not suitable for large scale developments. However, areas around Westbrook station are very suitable as there already are highrise buildings on that surrounding
- The area around 17th and 45th can handle some moderate increase in density but not the amount indicated by the map
- you can't over develop residential streets....do you understand that this destroys the peace and enjoyment people get from homes they purchased out of high density areas to get away from noise traffic and overdevelopment
- I do not believe it should be on 26th Ave. or in existing green spaces.
- Deeply concerned with the impact to the community, property value, and the lack of discussion from community leaders regarding 4+ storey buildings along Richmond Road and

41st Street. The housing community is booming in Glenbrook and there's no need for further monstrous large scale developments that are an eyesore to the community.

- Honestly this plan makes zero sense. Why not develop downtown vs decrease the property and community engagement of communities struggling to thrive like Glenbrook. 4+ story building has no place or value in our community. We need the city to hear this and adapt vs making a money grab decision under the guise of community development. This will both decrease our property value, affect the safety for our children and reduce the community feel. Against Richmond and 41st specifically.
- There are already many new infill homes in the area around Bow and 26th Street, and many planned. This is a residential community of families and their children who want to be near a school and have safe access to parks and playgrounds. Building large scale projects takes away the safe community aspect, takes away light, privacy, and even though the transit stations are there many of the buildings will provide parking for many cars, which adds to the volume of traffic
- The areas proposed for large scale developments near the Shaganappi Point LRT Station (West and South of Shaganappi Park) are not appropriate unless underground parking is provided for the developments as this area is popular with commuters cycling/running/etc. into downtown due to its proximity to the Bow Trail pedestrian bridge. Increased traffic in this area could result in greater risks to these users of the system. Perhaps dedicated cycling infrastructure could be incorporated into the LAP?
- Overall, these communities are being stretched to the max. Transit, business and residential use is maximized. Adding more people will only exacerbate the limited resources in neighbourhoods which are already stretched thin.
- It has been years and there is very little new redevelopment near the Westbrook station. I would start with Westbrook Station and then move west.
- High density areas that impinge on Green spaces associated with and connected to the river valley have a destructive affect on the principal and limited wildlife corridor through West Calgary. There is massive amounts of open undeveloped land immediately south of the train station should be given high priority for development rather than spreading increasing development out already congested transportation corridors.
- The only acceptable areas is on 17th ave and bow trail. Placing these anywhere else will drastically change the community can devastate the property values of those nearby. The infrastructure is not designed to handle it, and parking spaces are regularly too small to even fit a car. Most families have multiple vehicles. As such, prior overhaul of public transit is required before this can proceed.
- We've moved to this community (Westgate) purposefully for single family homes and the space and quiet community life. The c train is quite close to us and would not want to have more issues to deal with ex: parking zones becoming something we have to pay for etc.
- Transit station areas should stop 1 block off the Main Corridor. As a specific example, on 26th avenue, west of 38th street and East of 36th street. 4+ stories is not appropriate there.
- Yes, the entire area, except for the former Ernest Manning School Site and Westbrook Mall. Keep 4+ storeys in the downtown and beltline.
- I'm not 100% against development in these areas. Some new amenities may be good around an already busy area. There may be more support if the size of the development proposed is reduced some... Example: 2-3 story buildings only.
- The only place that should be considered is around Westbrook station. The area looks junky and has been sitting far toolong undeveloped.
- "I had to go with YES for the questionnaire.
- Shaganappi Station - Use the Jacques Lodges site first, then the 26 St corridor, don't hem in the school, don't wreck the whole neighborhood.
- Westbrook Station - use the land you have.

- 45 St Station - Are you going to tear down the AMA? The 4+ story buildings are way out of place.
- The corner of 45 St-17Ave is a disaster - we need advance turn lights and left only on 45th left lane going North (both lanes now have to merge - trouble). Heavy traffic."
- All development should occur within the recommendations of the West LRT Land Study. People committed to investment in homes under those pretenses, and the City ignored their later input on subsequent projects. For instance, the Shaganappi ARP was ignored with the development of the Giordano apartment on 26A St. SW, building up 26A ST SW instead of along 12th Ave. Community Association pleas to reduce the width by 50' were tossed aside.
- "The corner of 17th Ave and 45th St makes sense ONLY if traffic flow is considered.
- The area west of 45st along Richmond road and also along 51st already has multiple family homes as well as stores/shopping centers. Does this proposal make sense there?"
- The plan for development around Transit Station Areas is appropriate, and this is where high-density development should be focused. NOT within existing R1 neighborhoods on existing green space and green corridors.
- It is fruitless to expand development into newly zoned areas such as Wildwood when the Transit areas around Westbrook and Bow Trail have not been properly developed and maintained. The existing retail is not supported. Parking inadequate. Safety a concern. These areas are a patchwork of development over the years and look terrible. Don't start new projects until you look after what is in existence. If Westbrook station had parking more people would ride the train and give more order to the area.
- TRAFFIC IS A PAIN IN THE ASS around the CT station at 45th street now. Firetrucks, cops, transit, school buses using this area to enter the community. NO MORE ANYTHING that brings more cars, bikes, people walking. Absolutely stupid idea to even think about this. It is ALREADY an effing mess.
- During the 2017, 17ave mainstreets redevelopment plan, the 2600, 2800 & 3000 blocks of 36stSW were included in rezoning areas. During that engagement period residents of the 3000 block of 36stSW appealed the proposed zoning changes and at the public engagement meetings with council on April 10/11, 2017 were granted a R-2 zoning of the block. Why is the 3000 block now included in the Westgate redevelopment plan, it should be honoured as existing land use and excluded from Westbrook redevelopment?
- "Westgate already has higher density development near the 45th St. station (Sandhurst Condos, West Heritage Manor Co-op, R2 infill-type houses 47th St.) Suggest limit 4+ storey development to proposed site (1703 47th St.)
- The area is subject to traffic pressures with emergency vehicles (which need rapid access), 2000+ students in Westgate, Vincent Massey, St. Michael's (more parents drive and will continue after Covid) congesting exits; 45th & 47th St 17th Ave intersections are already dangerous."
- Densifying around transit stations makes sense.
- "Areas along Spruce Drive should not have large scale development. this is a logical space for parkland and recreational space leading into Edworthy park.
- The policy of not requiring gates and the purchase of transit tickets has led to a concentration of homelessness and crime near transit stations. Controlled access on to trains will control the access to problems at transit stations"
- Placing 4+ stories inside existing communities with no exit for traffic is not appropriate - I think the city missed a big part of transit station development by not putting in parking spaces so people could leave cars/ also it is not very secure to leave bicycles at the racks -
- Generally development around transit stations seems appropriate, but I wish the "moderate to Large-scale development" description was more refined. Under 6 stories is appropriate.
- Large scale development is NOT going to work around the 45th street station. It might work around the Westbrook one because the infrastructure to support it is already in place. The



45th street area is insane for pedestrians going to the train during peak travel times. Also worried about crime. Adding many more cars trying to get in and out of the area will be a mess! Also, who will support retail when Westhills is 8 minutes away when tons of options? Please don't congest things anymore.

- The traffic movement around the 45th St. LRT station is already extremely congested. EMS, police and the fire department create extra traffic in this corridor already. Morning and afternoon rush hours are really crazy. Driving is challenging because of the heavy traffic load, but as a pedestrian trying to get home after being on the train you take your life in your own hands trying to cross streets. Adding any additional development to this area will make it even worse.
- The transit hub concept should be scaled back along 37 St between 26 Ave and 30 Ave. This is not really a transit hub like that at the LRT stations. 4+ Storey buildings here seem bigger than the area here can manage and out of scale to the other types of development in the area. Even at the 17th and 45 Street LRT station I struggle to see how 4+ storey development would be appropriate. 45 Street is too narrow to manage this type of development.
- Bow Trail and 26 street area - seems like a large area to be putting 4+ storey buildings. While I can understand densification, that appears to be a 6 block area of single resident homes turned into large tall buildings that don't transition well with single resident homes. The Richmond RD and Sarcee transit area is confusing, as I thought that was all shopping centres and stores. Is the idea to replace those with high rise buildings?; 37 st hub also seems to leak into the neighbourhood a lot
- There have been safety issues since the west lrt was built. These are steadily increasing. I think there is potential with the development proposed along the transit areas but the safety needs to be addressed before this can happen.
- High rise accommodation in middle of single family residence neighborhood is completely inappropriate. I live on 25Ave, the thought of having a monstrosity in my back yard, blocking my sunlight, invading my privacy, adding to traffic, crime, and parking woes is horrifying. I understand the concept of increasing density, but think it should be restricted to hi-traffic, low impact areas such as 12 Ave, 33 st. Rezoning as suggested would totally negatively change the character of neighborhood.
- Where the transit hub extends beyond main streets (eg. 26 St., 17 Ave., 45 St., 37 St., etc) and into quiet residential areas. The area from 26 St. to 28 St, between 12 Ave. and 17 Ave. is currently primarily single family homes. Designating this as appropriate for 4+ storey development would not be appropriate and goes completely against the existing ARP. Transit hubs should be limited to streets immediately adjacent to large transit areas (Max lines and c-train stations).
- There is not enough characters to truly understand how community members are feeling about this proposed development. I think if you held a vote within the community this proposal along Spruce Dr would not pass. Please listen to the people of the community this is who you are supposed to be serving. My child uses this corridor to walk or ride her bike to school. We live in this community for the current design. If I wanted to live in a high density neighborhood I would live downtown.
- I agree that there should be density around Transit Stations so that they are safe and used. I do not think that the density should be unchecked and so extensive that the area is over populated and has no soul. The sun should still be able to get through to these areas; otherwise they are concrete jungles.
- I have concerns around congestion and the impact of parking along streets like 37th that don't have parking. With the recent development done the houses right on 37th are no longer able to park in front of their places and therefore if they don't have park behind their place are forced to park on the streets behind. Any development along 37th will not help this. I also

think that areas like Glenbrook that have significant development of duplex's are risking a density issue like Killarney

- 45 Street and 17 Avenue in the Glengarry community.
- Acceptable only if the developments don't increase crime and discourage transit users.
- Although I agree with increased access to transit, I believe in considering the esthetics of a neighborhood when planning. I grew up in Calgary and lived in the indicated neighborhoods most of my life. Some of the most beautiful cities in the world, Paris and Montreal, have restricted the height of buildings. The addition of multi level buildings in Calgary has blocked the beautiful view of the sky, blocked the sun, and reduced green space, all of which I missed when I lived in other cities.
- "Only moderate scale development (3-4 storeys maximum) should be allowed near the smaller LRT stations: 45th Street station and the Shaganappi station. It may be more appropriate to have large scale development at the Westbrook Mall LRT Station, as this is a large commercial area, further away from nearby residential areas. However, very tall, large-scale developments would have a negative impact.
- Generally, large scale multi-storey buildings (>4 storeys) should be restricted to the downtown."
- As long as it is the correct design for the specific area. Transit hubs in westbrook community have already contributed to increases in crime so how do you make the new residences safer? How will parking be limited? You discuss less cars due to transit hubs but that has yet to be proven
- I really prefer no more than 4 stories anywhere. I think some research points to buildings that are no more than 4 stories tend to let people who reside in this maximum height feel more involved in their community. Four stories max allows for more sunlight, roof-top gardens and patios, a closer feeling to the sidewalk and the community events. These height of buildings should be in every community, not just around transit stations/hubs.
- Development within and near Transit Station Areas has occurred in Calgary and can be attractive. The area adjacent to Talisman Centre comes to mind. The area near the Bow Trail transit station could become attractive with careful development if it respects the existing neighbourhood.
- "With each increase in density, we are seeing more loitering and crime, drug users and exchange in this area. It makes using the shops around Westbrook and on 17th Avenue unsafe and detracts from visiting these areas, especially when on foot or cycle.
- It's not clear how transit hub and activity centres."
- I encourage the city to place an emphasis on better integrating these areas into the character of the surrounding communities. To date there has been a glaring lack of landscaping, visual interest / public art / community connection and activity that could enrich the surrounding areas. Large scale development in the absence of local community integration is destructive and contrary to the core values of the neighbourhoods. Adjacent lands left vacant are eyesores & do not promote safety.
- Do not add large developments around 45th street station! 45th Street Station is nestled in the midst of 2 communities that are currently valued for their RC-1 zoning. 4+ storey buildings will not integrate into the area surrounding 45th street station. Instead, focus on development around Westbrook Station. The Westbrook Station area is an example of development gone wrong as it sits unused. Please don't make the same mistake with 45th street.
- Increased density and development along Spruce Dr SW and 45 St SW is NOT appropriate. The existing roadways and infrastructure cannot support this. Increased density would lead to bottle necked traffic and safety concerns along the schools and parks.
- Only concerns are around Shaganappi park. There is a (rare) cluster of heritage homes in the area and the transit hub suggested for the north half of 17 av-14 av/25s st-25 st could

- negatively effect approx 5 of 12 sites. I would suggest reconsidering that specific half block for higher density. Map here: [calgaryheritage.org/images/Westbrook\\_LAP\\_heritage\\_map1.jpg](http://calgaryheritage.org/images/Westbrook_LAP_heritage_map1.jpg)
- "Major Intersections and areas where existing development is present, 17th Ave and 37St , 45St, 26thAve and 37St, Richmond Rd., 4 Lane Primary Roads.
  - As a general rule encroaching beyond these one city block area into residential areas and devaluing existing residential property values and quality of life through noise pollution, sunlight restriction, tree removal needs to be prohibited. Parking needs to be addressed."
  - Transit is where you want higher density. Encourage green modes of transportation.
  - Within, or upon ANY R1 Zoned area. This doesn't mean you politically maneuver around this problem by refining a certain portion of area. People bought into R1 area primarily for the R1 Zoning and the fact that their X sq' of land will remain a single family zoned and controlled area, not one that gets a workaround to satisfy developers
  - Why has no densification started around Westbrook LRT/ex high school site instead of destroying green spaces? Why were developers who bought this land not made to develop within reasonable time period? It sits empty while our communities are destroyed
  - We bought in the Wildwood community back in 2003. The reasons were the R1 community (low density), close to downtown (where we work and contribute to the tax base) and parks. We are two houses in from Spruce drive and this plan would directly effect our home/yard that we have put a love of care and money into. This plan is very inappropriate to shove down the throats on the community. The reason why most of live here is for the quite community we have.
  - Impact on surrounding residences should be considered. Upgrading areas such as the older mall around the 37 St bus station to something like the 'coffee' area in Britannia could enhance the living experience, however high developments should be built in a way that they do not 'tower' over adjacent properties.
  - There should be no 4+ development on the SW and SE corners of 17th Avenue and 45th Street. This is leading into the Glendale area and is already quite congested at the traffic lights during rush hour. The north side of the area already has this type of development and more density could be added.
  - Keep large scale apartments out of inner city communities. This is not the place for them. Keep our green spaces and further to that traffic congestion and parking are out of control.
  - Any large-scale development at Sarcee and Richmond would worsen traffic in an area where traffic is already a nightmare during rush hours. And residential areas should be left alone. Not only is parking already a problem near transit stations, it's completely inappropriate to have multiple storey buildings blocking the sun from the houses around it, with its occupants looking down into people's back yards.
  - These areas are all residential areas. Therefore, any of the buildings within the Transit Station Areas should NOT be taller than four storeys. If taller buildings were built, the sense of neighbourhood and community would be lost. This could even bring in a more transient/rental population which would not contribute to a sense of community. This high density development could possibly lead to an increased crime rate. As well, vehicular traffic and parking problems would occur in these area.
  - Wildwood community. There are minimal enter and exits to Wildwood more traffic would be a safety issue.
  - While 4 storeys are fine in these locations, we need to know where the extra tall density is going before this can be supported.
  - 1)"4+" means what? 5 floors? 7? What deliberately ambiguous language! 2) The main "transit hub / activity centre" where such development is appropriate is the disaster at Westbrook. This area is just a field of weeds and a magnet for crime & social disorder - a SHINING example of planning failure. 3) How is this engagement meaningful if Planning selectively

excludes land as "Existing Land Use" -- as if there weren't existing land use everywhere! Planning's pro-developer agenda is crystal clear.

- I appreciate the City wants to densify around LRT stations but I shudder to think of condo/apartment towers surrounding the stations in the project area. Saying 4+ means the sky is the literal limit. I am already deeply concerned with traffic on Bow Tr as the land west of Sarcee continues to be developed. People driving from the west to east, travel Bow, 17th and Richmond. Adding more people & their cars to the Westbrook Planning area will only exacerbate an already bad traffic/safety situation
- This type of proposed development is not appropriate for the entirety of the area outlined on the map. The current Shaganappi ARP and Main Streets zoning provide the correct balance of achieving higher density along the main thoroughfares (such as 33rd Street) and the Bow Trail and 17th Av ends of the residential streets - but not in the middle of the blocks. Our one experience with this type of development in the area has added nothing but problems to the neighbourhood.
- "High density and moderate-level building around the 45 St station is problematic for a few reasons:
  - The main intersection at 45th and 17th already feels inefficient and dangerous (cars/pedestrians making aggressive turns; light too short for pedestrians)
  - Other subsidiary side streets that are within/border this transit station area will feel pressure & have no infrastructure to support
  - Character of the area is due to bungalows on larger lots. Tall buildings block light & destroy appeal"
- Transit stations already attract criminal activity. Increasing the volume of traffic in and around stations and reducing visibility will increase the problem. Safety will be an issue; and individuals in apartment blocks will be unable, unwilling and unlikely to monitor criminal or anti-social behaviour.
- "Out of scale and proportion for the community, specifically for 37 street and 36 street between 28 AVE and 25 AVE. Does not fit or integrate, should remain at 2 to 3 storeys (11 metres) maximum as previously proposed and even promised!
- Public transit routes in this area have been cut in half, with further reductions due to a decrease in the frequency (This was even before the pandemic). More density will only mean more cars and traffic, more parking spaces taken in front of the residential homes"
- I do not agree with putting 4+ Story buildings along 26th st. The road is so narrow that it is already very difficult to drive down that road. With people parking on both-sides of the road you have to hope there is an empty spot to pull into to let oncoming vehicle go by. Also visibility to cross the road on 26th or any road in that area is getting difficult to see past cars to check for traffic.
- Home owners have spent the last 2 years during the pandemic renovation and fixing up their houses, increasing property value. I hope the city has a lot of money to buy the land. Developers will destroy this concept. I've seen other Calgary communities that have implemented a similar plan. The developers created no tenant parking. That in combination with Council getting rid of Street parking n for higher density living will create a nightmare for a transit system that can't take it (ie Calgary)
- Transit stations are a great area to develop higher density living. If you put higher density living without good and SAFE public transportation expect more cars. Which I know Council and the mayor are vehemently against. Either put more effort into public transportation of get ready for more cars.
- If right next to the train stations and the units in the buildings are tiny, no guests can come visit then it's fine. If the units in the building would allow more than 1 or 2 people to live there or have guests that can come visit there needs to be parking available while lots of people don't have a car Calgary isn't easy to navigate without one. Our Calgary transit isn't very

good at getting to and from places unless both places are on the transit lines, c-trains and rapid transit buses best

- 25/26 Ave and 36 st is already quite dense with semi detached infills lining the streets. Adding 4+ story multi family homes and businesses would create too much densification for a residential area, which is not set up to handle such volume.
- Moderate to large scale development is NOT appropriate on 36 St and 35 St from 28 Ave to Kildaire Crescent SW. This is next to Holy Name School and a playground. This would create a dangerous traffic situation for elementary school children, would impact the availability of sunlight to the school playground. Large scale development is not appropriate around schools and playgrounds. Citizens live in these areas to avoid large scale development. These should not happen in these types of areas
- The Westbrook Station/Westbrook Mall area is very pedestrian and cycling unfriendly as access in not safe. Vehicle access is poor too. Westbrook Mall presents absolutely no street appeal. The area can become the core of the community. Access and appeal needs to be greatly improved prior to any moderate to large-scale development. Otherwise this brownfield site is appropriate for development.
- Ensure walkability through neighbourhoods and around transit remains easy and safe.
- The corridor on Spruce Dr IS NOT SUITABLE for commercial, multi family, row housing &/or 4-+ story development.
- Please attempt to implode Westbrook Mall for redevelopment with a work live play concept.
- Depends on how tall the buildings are and where you want to put them.
- I can only speak to Westgate. West of 47th and North of Westwood. There are already areas designated for moderate to large-scale development East of 47th. By changing the designation West of 47th and North of Westwood, the homes/bungalows on Wetsaskeneau Cr will be negatively impacted by increased vehicle traffic, noise and light pollution. Instead, increase the hight limit in the areas already designated for development immediately adjacent to the Transit Centre. For example, replace the AMA.
- Large scale development should be allowed on Richmond Road and 37 Street, but not on internal Killarney streets such as Kinsale, Kerrydale, Kilkenny Rd. These "crescents of Killarney" have a unique residential character with winding streets and large trees. Significant infill development as already occurred in much of this area. Curved narrow streets and high volumes of parked cars already make for unsafe conditions for drivers and pedestrians.
- its great to have affordable housing, multiplex and different housing options close to major transit stations to improve accessibility for all Calgarians
- STOP DEVELOPING THE INNER CITY. I am a 3rd generation Calgarian. I've lived in Marda Loop my entire life and I am TIRED of development. For ever 1 house that come out 2 go up. It's too much.STOP DEVELOPMENT IN OUR INNER CITY. LEAVE OUR GREEN SPACES FOR DOGS AND KIDS.
- The Westbrook transit station is already very well integrated into the community. Any development of such magnitude in the area around Bow Trail/17th Ave SW and 33St/37St SW will create significant traffic congestion causing safety concerns for both pedestrians and vehicular traffic. Building of such structures will also affect the quality of life of current area residents in a negative manner by obstructing mountain views and city skyline, features that the residents have paid premium for.
- My house is in the shaganappi purple zone. Already I have flood lights in my bedroom window all night from 'tall' houses and developers converting small lots into duplexes where they measured my windows to see how tall they could go. A building like that will have a direct view onto my backyard . Ten stories is too tall. Develop the empty retirement community opposite the shaganappi station.

- Any location off of 17th Ave, 33 St, or 37 St is NOT acceptable. Stay out of Shaganappi proper. This is a family oriented community, not a place for development mega projects. Not welcome and your projects will be vigorously opposed by the community.
- I chose to live in westgate because it is a older community with no in fills or 4 storey type dwelling. It is not wanted in our community!
- "The townhouse complexes between Richmond Road and 45th Avenue are affordable housing. If replaced with 4+ storey buildings, will they still be affordable or replaced with more expensive units?
- You promise transit efficiency but what about transit reliability? Reducing vehicle usage won't happen until EVERYTHING about transit is drastically improved. How about a pedestrian bridge at Richmond Road and Sarcee Trail intersection, to make it safer for people walking to Westhills shopping centre?"
- It would cause the area to become dangerous. The value of the properties would drop. Craning more people in small apartments
- We don't need high density development around Shaganappi C train station.
- "We have lived on spruce dr for 50 years . Wild wood has always been the best area and well sot after. Our deck is running beside (west to east) our house and we sit out there all summer watching our hummingbird, squirrels, nuthatches etc etc, you say spruce drive is a corridor, for who? It's bad enough that the lot has partially ruined us, can't go to Safeway Walmart etc without being approached for \$\$\$\$
- Are you putting us behind the wall like bow trail?"
- The transit areas have alot of homes and sense of community. A prime example of this is in Shaganappi where there is an elementary school and a community neighbourhood. Large scale development and multi storey buildings has no place in these communities and increases traffic, noise, crime, and ruins the appeal of the community. Additionally, it is also unsafe for the children and the school in the area.
- 17th Ave I can understand, but the streets around the schools like Alexander Ferguson provides too much traffic to the schools and children.
- i don't want any moderate to large scale development.
- WHY does the City insist on telling taxpayers that nothing is going to change when in fact they always hold their cards close to their chest and spring bad ideas on citizens after spending 3 years on a hidden project plan
- The area bordered by 17 Avenue and Bow Trail, and by 33 - 37 Street S.W., is not suitable for this type of development. The vehicle and foot traffic is already heavy, meaning additional development of such magnitude is unnecessary and will significantly increase safety concerns and congestion. This type of development (4+ storeys) will also obstruct the beautiful mountain and city views that current residents have, and have paid a premium for, to make this area their home.
- The transit line though wildwood is not appropriate for this type of development. You would be using up green space as well as taking away from the feel of the neighbourhood. This road is widely used for waking, running, biking and walking pets exc. Taking this away would destroy the current vibe and the reason people reside in wildwood.
- On the south side of 17 Ave between 45 St and Gateway Dr I do not support development beyond 17 th Ave. This area has no commercial development and single family homes generally on 70 ft frontage lots. Large scale development such as 4+ story buildings would be drastic and inconsistent with the character and street scape. Moderate development such as town houses would be a reasonable transition.
- As a long time resident of Wildwood, I oppose any development in this area. The community is already populated enough and further development will create an increase in traffic. As well, it will have a negative effect on the value of my home. It will also erode the existing greenspace and parks which are extremely important to an inner city community and which I

enjoy daily. In addition, wildlife in the area will be threatened. I do not think that the density of this area should be increased.

- Develop near transit where density increases can be managed by access to transits.
  - All Transit Station Areas appropriate for continued development.
  - NO TO BIG BUILDINGS IN Killarney, Wild Wood, Spruce Cliff, Westbrook, Shaganappi, Rosscarrock.
  - any plans for 4+ storeys should be kept to perimeter areas of communities or along corridors of 45th street and 37th street SW.
  - All large scale development should first look at Transit Stations that are LRT related; LRT stations areas should automatically be redesignated for increased housing in 5 -10 years.
  - These are stations in Calgary residential areas. Think about it, not even New York City develops every subway stop.
  - Spruce Drive. Because the current land use makes sense.
  - 45th Street does not have the community resources to support this kind of development; all of the retail and services are centered around Westbrook. Why has planned development there not progressed? A city should have a mix of high-density areas such as Westbrook and R1 neighborhoods, such as Wildwood and Westgate.
  - I like the idea of densifying around C-train stations. Especially if it is done similarly to
  - Around Westbrook mall only.
  - The areas we are concerned about are the Transit Hub and Activity Center at the 17 Avenue and 45 Street location and the corridor along 45 Street between Bow Trail and 8th Avenue
  - The intersection of 26 Ave and 37 Street. Large scale is at odds with the existing community, the intersection cannot support increase in traffic, nor the increase in parking. Plus large scale can block light on existing houses that have invested in solar panels. Are you going to compensate homeowners for that?
  - I think the transit station areas should be restricted to the main roads and not bleed into the community such as shown for Glenmount Drive.
  - 4 storey is okay for all these areas, but more details on heights will be needed before I would give this a thumbs up
  - Until there is adequate parking around the ctrain, densifying the population around it will do nothing but lower the quality of life for residents
  - Redevelopment of the commercial area in Westbrook mall should be prioritized. Moving parking under ground to create more space for a vibrant and diverse grouping of amenities similar to Garrison in Maria Loop would make that area more pedestrian friendly, make access to transit less intimidating, and make the area feel better integrated with the rest of the community.
  - The identified transit station areas are appropriate, and would help support the existing communities that already use the transit stations.
- 
- Moderate to large-scale development is not appropriate in any of the proposed areas in this plan. The Westbrook Station Area Plan and the Shaganappi Point Station Area Plan already support new moderate to large buildings in the vicinity of Westbrook and Shaganappi Point LRT stations. The potential sites has not been fully developed. There is no need to expand the number of potential sites that allow 4+ storeys buildings at this time.
  - 4+ story buildings and increased density would have a negative impact on the communities of Shaganappi and Westgate. The area would turn into another cold multi story area with no sense of community.
  - "Too dense. Traffics trouble
  - Empty lots now for years which make our community look terrible"

- The area by the Shaganappi train station is too large. It is taking up too much space into the residential areas. This will totally devalue property values and will create densification nightmares. 37th street is more suited to this type of development and 4+ story structures.
- next to normal size houses, above 4 stories is predatory to the adjacent homeowners and degrades their value a lot despite them buying into the area assuming the city regs would be constant.
- Along your proposed Spruce Drive corridor.
- Additional development in the entire area of Spruce Cliff & Wildwood would be similar to living on Bow Trail. As a long time resident of Wildwood/Spruce Cliff we suspect the ongoing harassment & petty thefts will increase with additional development as it did with the completed Westbrook LRT Station.
- "If you want to create high density development go to Mount Royal, oh wait that is where all the hyper wealthy people live.
- The city doesn't care where they develop. You have vast swaths of sprawl swallow up river valleys while we have one of the largest commercial vacancies of any major city in North America."
- In nice quiet residential areas such as Killarney, huge multistory buildings overshadow the areas and make it more like downtown with no sunlight and crowded streets. Parking of an extra 30 cars in the areas also cause crowded and unsightly conditions. This is not why I bought a home in Killarney.
- If the area is directly connected to an existing park space it should be left as park space and not developed. If an area is already used for housing/commercial, moderate development is ok.
- Please do not encroach into the family friendly areas. Keep the taller buildings along 17th avenue, close to transportation
- Will not support 4+ storey development in the Westbrook community and will actively oppose any development. The main reason I decided to purchase in the community was RC1/RC2 zoning. I do not see myself continuing to live in this community if future 4+ story development takes place. RC1/RC2 zones have helped with population density. More opposition than support for 4+ story development.
- "Along 47th street in Westgate. Very busy area with lots of traffic from residents, the AMA, as well as the 2 schools located at the end of 47th street. Adding large condo units or businesses would just increase the amount of traffic in this area.
- The left turn from east bound 17th ave only 45th street to access this area is a problem (no left onto 47th), always lined up during rush hour. Also often a lineup of traffic trying to cross 17th to 45th, especially during school pick up/drop off."
- The proposed developments along Spruce Dr SW as well as 45th Street SW are entirely unnecessary. There is already a substantial amount of 4+ story residential buildings in the area, with even more coming up. The draw to these areas are the green spaces and walking paths and these developments would entirely change the accessibility for those who use these spaces: Not to mention completely change the neighbourhoods themselves. These developments bring in an influx of people making streets busier.
- I think saying 4+ stories is deceiving - what happens when that turns into 30 stories - a very different scenario. 4 stories are fine but 30 stories are not .
- As a homeowner, any large buildings that block views, block sun in yards or create more density are unwelcome.
- All along spruce drive in Spruce cliff and wildwood. Very nice neighborhood and no need for more apartment buildings. Could be devastating to the community.
- Shaganappi park area and 26 st - where there is more residential usage.
- The station on 45th Street is not a good place for added density. Already parking issues.



- Wildwood, Spruce Drive is not a corridor. Spruce Drive has always been a beautiful, protected green space in Wildwood. My family has lived here since the early 70's. Removing this green space to create 4 story multi-unit buildings in an \*R1\* neighborhood is completely wrong for so many obvious reasons: congestion, creating massive parking issues (the streets are completely lined with residents' cars already), garbage bin proliferation, and crime. I adamantly oppose this proposal.
- The area and has no need for 4+ storey housing. Expand the down town residential space.
- Tall buildings in a family community attracts the wrong type of people - not families with little kids and the elderly. This leads to crime, deterioration of property values, blocks sun, increases transients, and no street parking for residents. It is wrong for the Killarney area.
- It seems as though Wildwood elementary is relegated to development of the existing land use of transit areas. I do not feel as though this is helpful for community members and students at this school.
- All areas? Who ever is proposing this probably does not live in these areas. They probably would not want this in their back yard either.
- Concerned that it will attract much more low income housing where the tenants typically don't care for their homes and they quickly become drug stations and crime.
- These areas already have homes near or around them and this space is already utilized for current homes and current green space. People have also already bought or own homes in these areas based on the current conditions. To change this would change / mostly reduce property values, that i am sure the city would not compensate people for. This is not a good idea.
- the traffic corridors in wildwood are not adequate to manage the increased density you seek. We draw a great deal of traffic and foot traffic daily of people trying to access the green spaces attached to our residential neighbourhood. We serve many communities already.
- Create more parking for transit users
- Spruce drive, 37 street, 45 street. Parking along these streets will devastate walkability of neighbourhood. Existing setbacks on these streets is important to neighbourhood character.
- The proposed areas along spruce drive and 45th street would be devastating to the community. These areas are not designed to handle that sort of traffic. As well as developing the green space that is highly used and a draw to the community. This is a corridor that draws people here. Taking that away and filling it with condos and business would be reckless and unwarranted. There is plenty of room on bow trail for this type of development. Keeping it out of this well established community.
- "Along 26 street. This is a residential neighborhood where people come home from working in the busy downtown core to the peace and quiet of their homes. I
- Parking is already an issue. By building 4 story buildings it will destroy the neighborhood. There is enough space along 17 Ave for these types of structures without destroying great neighborhoods."
  
- Reduce the amount of transit station areas north of 17th. South of 17th makes sense, limit the sprawl north.
- Not sure about any needs to restrict 4+ storeys in that area, as long as the AMA building area is one of the first developed areas. Also delivery truck access to these buildings would need to be consider so roads and walkways are not blocked. Not every building needs to have commerical units on the ground floor.
- This makes the most sense. The transit stations and malls are those that are in need of the most rejuvenation. By doing this to the transit shelters will allow local shops and stores to

open up and increase the look and feels of the community. This will transform the community for the better. Malls such as Westbrook are in need of a facelift and no one really ventures to that mall because of how it has been the past few years with no change in stores and very sterile. This will encourage traffic

- makes the most sense
- DO NOT DO THIS
- Transit areas are likely the best place to carry this out.
- The area near 17th Ave and Gateway Dr is not appropriate for moderate to large-scale development as it would add significant traffic to already heavy traffic from the spanish school and from regular road traffic who use Gateway to enter the community for Optimist park. Duplex or townhouse style would be better suited for Gateway dr. The Westbrook transit area is more appropriate for larger-scale dev. Makes no sense to have 2 transit areas within such close proximity to have the same zoning.
- We need more green spaces, not less.
- Glendale on 26 Ave SW is not appropriate for 4+ stories. Mainstreets does not have this scale of building and it is not appropriate for 26 Ave SW
- It's seems excessive on 26th Ave area. Why so much?
- Large scale dev in these areas would never be my preference. I believe housing options could be accommodated within dev up to moderate. nice if they also integrated green spaces as part of all new builds. Also pedestrian safety is a key along with changes to traffic and roads to accommodate more density. making spaces where people live life so the spaces are active 24 hr rather than simply at certain point, and unused at others. seems that commercial space in large devs stays empty which is sad
- I appreciate that a city wants to provide more housing but I have seen what these type of building can do to an area. Being from Vancouver , these tall buildings with a concentrated population only cause havoc with traffic, and encourage crime . Killarney is a residential area, give your heads a shake
- Shaganappi transit station is close to an elementary school. The school is already forced to keep doors locked as it has had security issues in the past. In addition traffic on 26st between Bow Trail and 17th ave SW has consistently been a problem: speed, vehicles missing the stop sign and vehicles turning onto 17th ave causing risk to pedestrians including children walking or cycling to school. Traffic and walking south of 17th ave on 26 st SW is also becoming a problem with narrow streets.
- Where buildings would cast shade on existing parks, playgrounds, open spaces. For example, shaganappi community centre/park 14 ave. Especially given the low sun angles in winter, these areas need to be protected to provide enjoyment of the little sun we have.
- I do not think 4+ Stories are appropriate in any of these areas - these are residential neighbourhoods that are already busy and do not need 4+ story buildings anywhere
- Regarding Shaganappi Point station rezoning... My largest concerns are related to parking/traffic and impacts to existing residents who abide by the existing development zones. More density may be good from a city tax revenue perspective, but current infrastructure cannot accommodate in this area - parking, traffic, access, etc.
- development should be limited when it has a negative impact on existing homes, i.e. sunlight, parking, Face to face meetings now that restrictions have been lifted.
- Westbrook and 26th Ave. There will be a dramatic increase in transients and crime
- More development near transit makes sense (aka 37th St), but I don't think the "corridors" such as 26th and 30th will feed as much into transit ridership and will actually overwhelm these streets with cars.
- The areas in Shaganappi close to the LRT. I don't agree with the amount of land proposed here, it is too much. Pull it back a bit. Some here is okay.

- 4 storeys is okay in the transit station areas for sure. The question is how many more storeys are also being proposed at these locations. There are definitely spots where more intense development will work in these areas, but more details are needed
- Redevelopment should respect those who already live in the community. Changes should blend. No 4 story development beside or across an alley from a single family home. This should apply to any changes in zoning. If community members bought an r1/2 property surrounded by r1/2 properties beside them and across alleys, it is not right to change their living experience and place a giant sun blocking, privacy invading behemoth on their doorstep. It should be allowed where zoning had indicated it.
- Not west of 47 St, north of 17 ave SW. This is adjacent to single story bungalows and would significantly alter the density and character of the neighbourhood.
- According to the map you have taken over the whole area for 26, 26A & 27th Street for large development. This will squeeze out the single family homes that have spent a lot of money to live here. We did not buy to live amongst condo buildings. We have one on 26A Street that is rental, transient and all it has brought is a parking issue with lots of cars. Large developments do not guarantee increased transit use. These large buildings if necessary should be limited to along 12th Avenue only.
- Make zoning changes to Mount Royal, an area that is closer to downtown. Leave these already dense areas alone: The Westbrook Local Area rezoning would affect Wild Wood, Spruce Cliff, Westbrook, Shaganappi, Rosscarrock, and Scarboro/Sunalta West north of 17 Avenue SW, and Glendale, Killarney/Glengarry, and Glenbrook south of the corridor.
- Until the city figures out a way to get the Westbrook station area developed, this "plan" work should not occur. The city is allowing the developer to force unwanted densification planning into the middle of neighborhoods simply by dragging their feet. Neighborhoods should not have to have all their park areas ruined because of a bare dirt field that is waiting for densification. Focus on Westbrook and leave the rest of the area alone (especially the areas surrounding parks!!).
- 4+ story development is only appropriate at transit hubs VERY close to the actual station. The areas in pink extend WAY too far into the neighborhoods (example - the area behind co-op in Glenbrook is not a part of a hub). \*\*\*Why is the area at Westbrook/old Earnest Manning not highlighted - that is the largest & most obvious transit hub and the city is allowing the developer to force unwanted densification in nice residential neighborhoods while that huge area sits vacant for YEARS.
- 25a Street near Bow trail across from the Shaganappi dog park is lined with well maintained infills and has a family friendly feel being near a school and across from a playground. Allowing one of two out of place developments here would potentially lessen the family friendly community feel of this area. This park is also very well used already so attracting additional people is not required.
- Development around transit stations is fine, but it should not extend too far from the actual station & it should decline in height very quickly as you move further away. Existing densification in Glenbrook does not seem to be properly accounted for - some areas west of 51st are pink and some are grey. Large % of Glenbrook is already dense & it has 2 "transit hubs" highlighted - this neighborhood does not need more densification in the inner neighborhood (30th, graham drive, 29th)
- "37 ST. and specially 36 ST. between 26 AVE and 25 AVE. Proposed 4+ storeys is out of proportion and scale for the neighbourhood and the community. Should not be higher than 2 or 3 storeys on both 37 and 36 ST. Due to the topography, buildings on 37th street sit One storey (about 3 metres) HIGHER than buildings on 36 Street.
- WhenThe City proposed the land re-designation of this area, they always talked about 2 or max. 3 storey high on 37 ST. street, and ONLY residential homes on 36 ST. NOT higher"

- "The Transit Hub by Shaganappi Point has already been densified; by adding 4+ storey in the area highlighted in 26ST and Bow Trail; this will put the Shaganappi point area mainly in multi-family house. Planning Team should provide the multi-family and single dwelling ratio for each community related to Westbrook LAP, and how does it compare to similar infill neighborhood.
- I would recommend keep the existing re-zoning already suggested in the ARP to less than 5 storeys tall building."
- only on 17th ave & 45st (main arteries) but not on adjacent roads (for example, it looks like some other streets are covered south of 17th ave)
- These are already busy and dense areas
- I feel they should limit the 4 storey buildings to the perimeter of the communities and not one block in if it is an existing single family home street.
- On side streets and non main roads. These communities are low density and changing that will alter the community.
- if large scale housing is required then this 17th av district is the place to put it, and is in line with the area. 17th av and 37st st already have high volume traffic and are more suitable to higher density housing.
- A huge number of drug addicts in the area next to the Westbrook Walmart on Bow Trail. I hear that there is a crack house just down from the 17 Avenue Police Station and the people there hang out at the Westbrook c-train station and live in the field in the summer. In addition, the field around the C-Train station was seeded for grass and is supposed to be a park but was never plowed flat by City crews. There's a huge rock pile there! The city has ignored citizen engagement feedback.
- The planning in this area has historically been quite poor at ensuring diversity of retail shops that coexist with adjacent communities. The number of cash, liquor, marijuana and massage shops - that provide limited social benefit and heavy social drawbacks - needs to be addressed. So when the question of 4+ storey development is discussed, we have to assume ground floor retail is proposed. Put some binding constraints around these types of shops, if anything.
- "around the greenspace - I don't understand why density is being proposed here.
- Also ""4+ stories"" is concerning this would still allow for significant density next to single family homes. 4 stories should be the maximum not the minimum."
- Ever since the development of Westbrook mall there has been an increase in safety and feeling safe. There are enough multi story buildings around this area. Bringing it to areas that are more residue tail is asking for trouble and honestly is not needed right now. More people are leaving the city and alberta than ever before, we dont need more vacant condos just because city council want to spend money.
- It appears the group is considering the area around Richmond Road and 51 Street SW as a transit station access. This site is in current use as a rest stop for transit drivers. There is no LRT or BRT in the area and is simply a rest stop on normal transit bus routes. This site has been deemed surplus by Calgary Transit as least twice in the past 10 years. We, along with our City Councillor have met with prospective buyers of the land for commercial development.
- Firstly there is literally nowhere on the map identified as "transit station areas", only "transit hub/activity areas", so this appears to be a careless misstep. The area across from AE cross Jr high doesn't need more population (if the only area in the map with any indication of transit is there). There is a LOT of traffic congestion at that intersection and the decision to remove the parking lane on 37th means that the congestion will be worse (BAD decision, imo).
- "Don't fix what needs NOT to be fixed!
- The area at 45st&17ave sw is NOT a 'transit hub' area nor do we want it to become one. More people in an area means more cars with most households having at least two. The City

- should carefully plan new developments as traffic access is usually not properly addressed overwhelming existing roads. We do NOT want high density developments in our community."
- The proposal for 4+ story large scale development is considerably different from the TOD concepts that accompanied the original C-Train planning for the area. Completely outside of the contextual plans for adding density to an existing residential neighbourhood.
  - Tall buildings around 45th station do not fit with the personality or aesthetic of the neighborhood and parking and traffic are already issues. The lack of services in the immediate area makes it extremely unlikely that people would choose to live in the area without a vehicle.
  - the communities west of the downtown core have a good sense of community and densifying on any level would decrease the sense of community in these close knit communities
  - I think 4 stories is the max that buildings should go out here in a residential area like this. The huge tower at westbrook is an eyesore, and we could use more pedestrian friendly stores with 3 levels of apartments above, in a low rise building instead.
  - makes sense around transit station areas, not in corridors or residential greenspace or open areas.
  - affordable housing and access to transit services and amenities along transit station areas is important. This is where development should be focused and makes the most sense.
  - Myself and many of my neighbours were drawn to the area around 45th Street station because of the RC-1 zoning offered by Westgate and Glendale. 4+ story buildings will not fit with the fabric of these communities and the desires of the people who live here. I would rather see row houses that don't have such an opposing feel but still allow for greater density incorporated along 17th Avenue by 45th Street station instead of large-scale development. Leave 45th Street alone! It's already too busy!
  - 4 Storeys is fine for all of these areas. We need more specific information on how much higher the buildings will be in different areas within the TOD site to provide specific comments. The "plus" is the problem because it needs to be clearly defined.
  - This large scale development extends too far away from the actual stations at 26th and 37th
  - There is an active contingent of nimbys on the Westgate Facebook page that are quite vocally against your project. I have lived here for two years and I haven't received one single piece of mail about this project. Do better at communicating with all residents as there are people that support what you are doing. Your questions are also designed to only hear negative responses and from people who don't want change. You are setting your process up to fail. Engage those who are open to change!
  - This puts at risk Turtle Hill, the kid's playground on 45th and potentially the hockey rink which are all a significant part of the appeal of living in this community. Families who live in Glendale appreciate quiet, large lots and single family homes. The introduction of 4 storey buildings and town homes would take away this appeal and could negatively impact property values of those who live adjacent to the proposed developments. This redevelopment and rezoning initiative is NOT welcomed.
  - I feel this map pushes too far south and east into Glendale, its shown across the road from the station but the actual connecting part to the Station is only at the corner of 17th Ave and 45th St.
  - The block between 25A and 25 St south of 14th Ave to the alley parallel to 17th Ave is not appropriate for 4+ storey buildings as there are new >\$1million dollar houses in that block. Those owners would not welcome that tall a structure right beside or behind them. Mainstreets has already designated the land corridor between the alley and 17th for higher density. The houses along 25A St north of 14th Ave to Bow Trail are expensive homes so popping a 4+ storey structure in their midst is a no go
  - Yes but only for parking. Already these duplexes have increased parking. I'd like to see all of these buildings with under ground parking to help with this growing issue.

- To add these building totally changes these neighbourhoods, this are single family neighbourhoods and should be left that way nobody wants these types of building blocking views or sunshine. We already have people coming to park in the neighbourhoods to take the train and you want to add more cars in the area.
- I don't like 4+ story buildings. There are places for large buildings and I don't think these are communities where they should be. We should be targeting smaller buildings.
- 45th st. transit station is not ideal. The nearest grocery store is at Westbrook mall and that is quite a walk if you think people are going to go carless. If they aren't, that area is a bit of a rats nest of streets and 4 storey buildings won't help. That area also gets quite congested at certain times of day (like when schools let out).
- The area around the 45th street transit station is not appropriate for large developments. The parking in the area is already a nightmare.
- All proposed areas by the City are not appropriate for high rise development in the transit station areas outside the areas which have already been approved (ie Westbrook station) are not appropriate. The existing areas around 45th street c train station already has a great blend of high and low density and income housing that provides a great blend in the community. Further densification would take away the community blend this proposal is trying to achieve.
- No large scale developments in residential neighbourhoods. Developers are not building enough parking spots for the developments that are being built and proposed. When looking at the current developments in the Westbrook area there are vehicles overflowing into the streets on a regular basis. It is wishful thinking to think that residents of higher density housing will not have vehicles and only use transit.
- Where ever the development happens it needs to be in an area with space that can accommodate the increase in on street parking. the current minimum parking for these type of building do have sufficient parking.
- Around transit areas there should be some mixed use areas. Housing but also better and higher quality stores. Make it pedestrian friendly. The Westbrook mall as it stands is terrible and has so much wasted space (the whole back/west area is dead space). The train station needs better policing too.
- don't think any 4+ storey buildings are appropriate in the community
- Land accessed by Glenbrook PI east of Sarcee Tr. This area is currently home to services and businesses which support the community and make the area desirable to live in. Redevelopment reduces the area attractiveness. The road infrastructure on 51 st does not support large scale development. Living in Glenbrook provides the the beauty of mountains and the Calgary sunset while in your house, driving, going to transit... 4+ story development risks ruining that 'pleasure' we paid \$ for our houses.
- Condos south of 35 ave sw. The current development is well laid out with green space, managed traffic/parking and provides a buffer to single family dwellings to the north. 4+ story development is not supported by existing road infrastructure (49 st sw is already constrained to single lane traffic due to parking), will reduce tree canopy, will reduce safety for walking to school and parks, will reduce community, will eliminate knowing your neighbours. All contrary to the core principles.
- Cdn Tire area. Road infrastructure does not support. Would reduce safety for pedestrians shopping in the area. Would reduce sun to the residences to the west. Would eliminate mountain view for all housing in the area.
- Shaganappi Point ARP already envisions 4+ storey buildings along Bow Trail, and 3 storey buildings along 26st allowing for hundreds of yet-to-be-built apartments. Significant infill development has happened in the other parts of the highlighted area based on the ARP (that was just reissued in 2021). 4+ story development along 14Ave and its cross streets away

from Bow Trail and 17Ave is inconsistent with the recent demographic changes of the neighbourhood.

- 4+ stories development lead to more Traffic, vehicle's parking in front of everyone's houses. Garbage from shops and food stores people leave all over the street. This also brings the homeless into the area making it very unsafe for all the kids that live in the community. Every person in Glendale bought a house in this community as it was zoned as a RC-1 and MUST remain the same going forward.
- The residents within this neighborhood live here for this exact reason; no apartment buildings and a quite community for young families! We do not need any type of condo or apartment in this area! We don't need to see litter, empty bottles, garbage, etc. within our community!
- 4+ seems like jargon. 26 stories is greater than four. What do you mean? You have examples, but have set no top end to building height.
- Large scale development is not appropriate but moderate are ok because of traffic and law enforcement.
- Areas highlighted around all the transit stations extends WAY too far.
- Safe pedestrian crossings at Bow & 45, Bow and 37th, and Bow and 33rd. Currently very pedestrian unfriendly, and if increasing density along Bow Trail will need to re-think how those intersections function.
- Losing large green spaces is detrimental to all areas - part of the appeal of neighborhoods is the park - these should not all be zoned for development
- "I have heard that transit stations throughout Calgary are becoming crime ridden and people are afraid to use them. I have a colleague whose high school age son was robbed in a local LRT station. We have also just seen that covid can destroy use of public transit as well.
- If you can't ensure safety in public transit or that no further covid- like event will happen your whole plan is a nightmare and will do more harm than good as your overcrowded areas will become transportation nightmares."
- The 45 street station is already painfully inaccessible to users and inhabitants of Westgate. Adding in 4 storey structures result in more traffic, disruption to quiet neighbourhood streets, unsafe drivers where there are 3 schools located. 45 Street traffic congestion for schools and as a cut through between 17-Bow Trail is already disruptive and unsustainable. Adding more amenities to the station area only increases this problem and the city has overdeveloped already with huge traffic issues.
- Generally, I support the idea of 4-6 story buildings. However, I would want more specifics (i.e., location, use, etc.) before supporting taller buildings.
- Fix the issues before making more. Where is the park and ride? Where is the ability to walk around this community?
- "The community focus areas in Spruce Cliff and Wildwood, along Spruce Drive north of 8th Avenue. Loss of green space and lower density sites would be a negative change.
- There are already challenges because snow removal is not done on Hemlock Crescent, the entry point for hundreds of residents living in multifamily housing.
- Lots of people already walk in the community; further density is not a requirement for that."
- It is not appropriate around Alex Ferguson elementary school since it will increase traffic considerably. With parents dropping off/pickup up children, and 26th ST a thoroughfare for drivers heading to Bow Trail, there is already quite a lot of traffic
- I like buildings with commercial on the ground floor.
- The intersection at 45St and 17 Avenue is congested and additional local traffic will only worsen this situation. No large, greater than 4-plex size building should be allowed from 2 blocks east and 2 blocks west (current spacing) along 17 Ave from the afore mention interchange.

- 17th and 45th. It's already extremely busy in the morning /afternoon when schools are being dismissed. That intersection is very dangerous already
- For areas around LRT stations - I'm in particular talking about the Westbrook LRT station there should be NO large-scale development (4+ storeys) south of 17th Avenue SW nor east of 33rd Street SW. There needs to be respect for the current neighbourhoods and given the VERY SLOW development of land around the Westbrook LRT station there is ample land in the immediate area for large-scale development already.
- While 4 storeys may be appropriate for a lot of this area, there is NO cap if you just use +. 4 storeys may be reasonable, but 40 would not be. I agree that these sections would be appropriate for additional density, but would want to see maximums before supporting any changes.
- There is enough traffic without adding more high density living.
- You cannot continue to build when no one rides transit
- too much density
- There is already so much traffic around these areas, on the feeder routes (33rd) to major roads (and on the major roads themselves- 17th Ave and Bow Trail), that increasing density will only make a bad problem worse.
- People won't even buy houses along the train line due to the noise - why would hundreds of people buy in a giant building near the train line? Half of downtown is vacant and full of train stops - maybe focus on increasing population density downtown where it's vacant instead of building more apartments to sit vacant. It's a waste of time and money when other places need to be filled. Stop ruining communities with big buildings. This is the reason I left Marda Loop after 9 years of living there.
- If you develop 4+ storeys, please ensure retail/mixed use is at ground level
- 30th Ave is a quiet residential street with many children walking to nearby parks and schools.
- near parks is already limited on actual parking availability and further density will strain already depleted space.
- Have a bus that goes from Westbrook station to MRU by going down 29 St. SW.
- I feel these are the best places for larger scale development and especially along busy corridors like 17 avenue and 36 street SW.
- South of Bow Trail near Shagannappi. There is not enough parking on the streets to accommodate extra residents and the area has enough multi storey development being built already, it doesn't need more of it. There is also an elementary school near by. This can pose more dangers for children walking to school. Development should be focused elsewhere. Is the land going to get bought up and get me thrown out of the house I rent? Sounds really nice of the city.
- It has to be contextual, not one blanket statement that all TSAs should have 4+ storeys. It has to be sensitive and appropriate to existing developments next door: shadowing, massing, etc. must be considered. Also, there is a HUGE difference between 4 and 6 storeys: trees can grow to about a 4-storey building and can help disguise a large built form. No trees can ever hide parts of a 6-storey so it remains jarring in impact on established areas. Not sensitive redevelopment at all!
- The area east of 24th street and south of Bow Trail. This is an area that is a community park and houses a protected riparian area and creek. Dense development in this area would overcrowd the community green space and potentially lead to irreparable damage to the creek and natural area that the community, the city, and the province have spent time and money remediating.
- 4 story or higher development should not be located internal to the Killarney community along Kilkenny rd , Kerry Dale or Kinsale. This type of development should be along the corridors and not go beyond the rear lanes on 37 st or Richmond rd ( similar to corridor areas along Richmond and 37 st. Practically speaking the pink area on Kinsale rd is predominantly semi



detached now ( recent builds so this type of development wouldn't really be possible and should be limited to fronting the corridors

- Sufficient parking is required so that residents of the larger development's do not leave cars in the area
  - 26 A st should be the limit for 4+ story buildings along 12 ave. Based on existing construction of townhomes between 27 st and 28 and 28 and 29st there is demonstrated demand for row housing and leaving the 26 a to 27 st block open to 4+ will put the space out of context with surrounding row houses, low density, and even the Giordano. The traffic flow also does not make sense for this area, despite gearing towards a "car-less" population due to limited ally space and street-facing driveways.
  - Both sides of 27 ave between 12 and 14 st should be outside of the transit hub with buildings being less than 4 stories. This aligns with the former Shaganappi Point plan and supports contextual integration into the community. With 4+ stories the lot size would need to be 3+ deep into the community, thus spanning a quarter of available space for low density or single family housing.
  - The area between 17th Avenue and Bow Trail at 26th Street. This area is currently predominantly single family except for the school. if the school was re-designated then the school site at 17th Avenue would be appropriate for additional density.
  - I think the transit hub at 45th street should stay north of 17th Avenue. It currently spills too far south.
  - These types of buildings visually block off the views from pedestrians and homes around the area.
  - I feel that you are overdoing things in the Shaganappi Station area south of Bow Trail. You will end up pushing existing owners out of their homes which are becoming dwarfed with infills and multifamily buildings.
  - Spruce Drive area
  - We need to fix the issues at hand not develop more problems. I can't walk down 13th ave from 45th to 37th because of sidewalk issues. We should get the area more friendly to pedestrians. It was a good start with the development along 17th. Also, instead of developing profits for the few, we should set up a park and ride at Westbrook Mall to encourage c-train use. This development plan seems to just be a money grab for development companies and not an attempt to make this community better.
  - There should be no large-scale development adjacent to parks, schools and green spaces.
  - In Glendale by the 45th St. station. We do NOT need increased traffic in this area with all of the schools around. Kids' safety is paramount!
- 
- No changes to Wildwood. This is a historical neighbour which remains desirable for family's to VISIT and explore Edworthy Park. This area can't handle any more congestion of people or traffic. Would be completely inappropriate to modernize a family neighbourhood.
  - The neighbourhood of Wildwood is a beautiful place to live - development of higher story apartments would not fit in and be a blight on our neighbourhood.
  - Spruce Drive. This is neighbourhood has a community centre and elementary school in that corridor; hosting much foot traffic; not to mention to hydro power lines and natural gas lines lining that road.
  - 45th and 17th - existing buildings are sufficient. Further development is not required. Integration can be achieved where further development is possible - ie. Bow Trail and 37th Street south of Bow Trail.

- I feel 4 stories should be the maximum height for this neighborhood. There are others of this height existing already. Anything taller would make it seem like you are downtown and take away from the suburban quality of the community.
- These large buildings are not appropriate for where there are currently residential buildings that will be torn down. These buildings are too tall and will ruin surrounding houses natural light and gardens. It's inexcusable this would be suggested beside single family homes. Our light is very important and in the winter comes from one direction. These are supposed to be child friendly communities and the increase in cars is not safe.
- If any parks are in those Transit areas, there should not be moderate to large scale development (see below).
- Anywhere near the Glendale area. This area has always been single family lots and is why the appeal and community is what it is. This is asking for long term problems in an established and highly valued community.
- "Please do not develop large 4+ storeys along the greenspace. Greenspace is limited in our community. We should not block it with bigger infrastructure, instead consider a way to build more natural space in those greenspaces, i.e. manmade wetland/space that attracts wildlife and add habitat space for wildlife to engage our youth and make the community more desirable - as in newer neighborhoods like tuscany.
- Please add SOMETHING to the space around westbrook c-train. It's an eyesore now."
- "45 street LRT - infrastructure in the area is not there, there is no parking for 4 storey plus buildings for tenants, never mind visitors. That will spill in the surrounding communities
- Westbrook - still has a large field to the south that hasn't been developed since LRT was built. If infrastructure is there focus on that"
- I believe it is appropriate to have higher density infrastructure on the outer perimeter of our community and by the transit station. Specifically, I believe the ONLY place appropriate for moderate development is along 17th avenue and 37th street.
- More population density in this area is not a good idea. We bought in Glendale for its R1 zoning and we'd like it to stay that way.
- We do not need more traffic (including people traffic) in our quiet neighborhood
- I would prefer a building of any kind in the Westbrook LRT area and opposed to its current situation of homeless and druggies.
- Near the 37th street x 26 Avenue intersection. Traffic does not allow for this type of development in this busy intersection. The bottle depot needs to go to improve the area. No one would even want to live close to that crime/social disorder-ridden area. Focus on the basics first. Allowing more room for traffic/parking before allowing higher density. You will soon have traffic backups like in Marda Loop. Poor planning there.
- Anywhere within Glendale. We live in this neighbourhood precisely because it is single family dwelling
- On the north side of Bow Trail between 26th and 33st. The new 4+ apartment building has lowered the property values of homes as a result of traffic congestion, shadows, noise pollution, and more importantly, increased crime and vagrancy. The owners of properties immediately adjacent to proposed developments should be given more weight in the approval process. Those who sell their property to developers should not be the only people who benefit from redevelopment.
- Unsure what "4+" means. I am in favour of development up to, possibly, 5 or 6 stories.
- Larger scale - higher buildings should be transitioned from the single family homes. So a (say) 10 story building should not be adjacent to a single family home. In that case (say) a 3 story building would be appropriate which could then be transitioned to higher buildings
- In south-west Killarney Kerry Park Road and Kerry Dale Rd are identified as transit station areas. These streets are a quiet enclave of older single family houses and newer infill duplexes around an existing green space. 4+ storey developments would eliminate a unique

corner of Killarney that stands out from the boring grid pattern streets. Redeveloping the parking lot around the Glamorgan Safeway or building on the Glamorgan Off-lease dog park would be less disruptive.

- I'm all for bumping up the density in this area to bring more amenities. This area is a dearth for anything cool. We need more people to make the area vibrant and attract more than chain and box type stores. Especially around Westgate Stationz
- "The (future) commercial area at 37 St SW and Richmond Rd SW" (p. 32 of Draft Chapter 2) is where I currently reside. You have a very special green space (Kerry Park) nestled in the uniquely-shaped junctions of two residential streets where low-modified dwellings are currently located. Please don't tell me you are planning to raze a tree-lined neighbourhood for a city-block sized, multi-use behemoth of a building.
- Corridors! I have seen this in adjacent communities and it does not add community value (access to amenities and community services), it only adds to traffic and parking congestion.
- Kerrypark rd and Kerrydale rd are quiet and private streets. Opening up to an "Activity Centre" would bring more traffic, cars, and after hours pedestrian traffic which could be disruptive to the peace of the neighbourhood.
- Like the market idea
- Parks and green spaces
- Please do not allow 4+ story buildings in Westgate. Our neighborhood is walkable and vibrant. Our school is full and homes are affordable. We do not need large buildings.
- I believe the way the developments are zoned at the moment is going well. I do believe that there is space for development around Westbrook station on the south east entrance side. I also do believe that there is potential for development around shaganappi point station.
- Glendale is a neighbourhood of single family homes. Keep it that way.
- Bow trail and 45th intersection not suitable for larger car / foot traffic. we live in Wildwood and purchased where we did so we could be in a quiet area.
- Wonder about wisdom of increasing height around all edges of parks. Is there a danger of creating a 'wall' of concrete?
- Large pink/orange areas South of 26 will add many vehicles to an already dense area from Ctrain with little green space lower income people are disproportionately (negatively) affected by overall plan. This plan is not creative - sorry. Citizen comments are poorly referenced back in map. Limit site size 17th Ave and 45th Ctrain stop development to limit pedestrians crossing volume on 17th.
- As long as you condense them to that area.
- Well done! Let's leverage existing transit infrastructure
- Along the north side of betrayal as it overlooks Edworthy park - having taller buildings there would more the view. Here it's a little Oasis within the city where one cannot see the city much, which is refreshing.
- We do not need any type of this development in Glenbrook. already a large volume of traffic already in this area due to school and Community Center and athletic field. [four story not appropriate].
- Develop Westbrook LRT station area as fast as possible. Totally underutilized
- Density and development by stations is positive. We want transit to be used and more people increase safety.
- These areas should be the focus of development, with a primary focus on the Westbrook station. I understand this is the intent of that area, however, there should be more effort put into developing this area. [IE pressure on the private owners of the land].
- No densification!!! Please listen to the community for once!!

- 37th and 26th Ave on the side of the street. This will ruin our resale value, create traffic chaos, make it unsafe for our kids to play and walk. The buses is already parked in ways we cannot safely exit our alley.
- Kerry Park
- traffic is already a problem in this area. There is already an increase in crime since the transit station was built.
- transit area is not identified - yes area should be of bow trail between 33rd and 37th St - yes. Map page 4 - showing Rd if front of existing single story [old] strip mall - the street does not exist.
- No four plus story buildings should be built on existing green spaces. Westbrook mall area would be good for four plus story buildings
- '4 plus' is too vague. Are we talking narrow 9 stories with limited sun shadow impacts or 25 story big towers? Your edges need to be the four five story transitions except right at Westbrook central.
- the community of Westgate is primarily single Storey bungalow style housing. Four story developments come with multiple dwellings is inappropriate near 45th St LRT station. There is limited access and egress from this community as we are surrounded by boat trail, sarcee trail and lrt/17th Ave: 45th St it is our only in and out route. We have narrow streets with limited on street parking with the residents who currently reside there today.
- please encourage small groceries, restaurants, crafting, coffee stores in these areas, especially as those that won't attract people who drive cars to them. [neighborhood usage of the businesses or people who arrive via transit].
- 17th Ave and 45th St. I do not feel the development is not appropriate. I am concerned about the integration into community. The retail as part of the development needs to be enhanced community gatherings. IE coffee shops, gathering together type IE pottery making, etc
- we live in a transit station area and support 4 plus story growth here.
- no density increase around the 45th St station. There is already no parking nearby.
- the station on 45th St already has zero parking nearby. More density in this area will create problems.
- nothing greater than four storeys as the density would be too high.
- stop trying to turn Calgary into a high rise slum
- we fail to see why the large lot of ground where the high school was demolished, is still vacant while other lots are being targeted. We have seen an encroachment of these developments [without thoughts to walking businesses or bike / active transportation] in our area.
- We need to stop allowing so much specific 'input' on this type of decision. Zone the area appropriately and fast track development. There is no reason the new proposed development should be taking this long. I have witnessed too many projects getting delayed because residents worry about their 'property value'. residents should be helped to understand that leaving low density neighborhoods in the interior city does the opposite. The schools are closing because young families cannot afford to live in these communities with better housing values only 10 minutes further West. Broad community engagement is important but we have a housing affordability crisis and medium density, transit supported development is key to solving it. Please get on with it.
- the community exists already. Moderate to large scale development would not integrate into the community rather it would represent an imposition on the existent community
- Glendale - 26 and 37th street is a commercial area with the auto shop and strip mall. I am concerned that the transit station be moved to the West side of 26th Ave, north of 37th street is on a corner on 26th Ave which will be dangerous for pedestrians and vehicles. I question why so large scale is required on 17th Ave West of 45th St.

- what a joke! It is not appropriate near transit stations because of the unsafe conditions that the city has allowed to develop, particularly over the last few years. The library is a glorified homeless shelter. Westbrook mall parking lot is unsafe. I can only imagine what sort of small business will spring up there.
  - no development. No more congestion.
  - shaganappi point station already has three? Plans in effect; let them move forward. They are working fine. And appropriate redevelopment is happening. We don't need another one!
  - 25 A St facing the park and the school are built out as mostly higher end homes, except for 17th Ave two the lane running parallel to 17th Ave, [about three houses in]. 4 plus stories aren't appropriate. 25th street is fully developed as single family high end homes. 4 plus story homes and businesses are not appropriate here! The 14th Ave corridor at 26 a comma 27th, 27 8th St should not have four plus stories.
  - your map indicates the block I live on [25th St between 17th and 14th Ave] as an area that could be developed in this way. This is quite a residential street this 100 year old and million plus homes on it. It is immediately to the South of shaganappi park and while this is a convenient location to the kids playground and offers good views, it is not appropriate for anything but houses. A building complex here is nothing more than a potential tax grab as far as I'm concerned. There are lots of [illegible] for this development [illegible] Bow trail add 17th Ave itself. What's the need to dramatically change and destroy this street and part of the community. I, and my neighbors, will fight any development plan.
  - 1 the area around shaganappi point station extends too far South. It should be limited to the area directly adjacent to boat rail. The area around 14th Ave and engulfing Alex Ferguson school is an established residential area and is not suitable to be converted to high density without significantly eroding the character, community spirit and comfort currently enjoyed by long standing residents.
  - a multi Storey parkade should be built in Westbrook LRT station and Westbrook mall to accommodate park and ride customers. I think large scale development around LRT stations is appropriate but there should be lots of underground parking. At least one parking stall per unit. Just because people use the train to go to work does not mean that they don't want a car. Some visitors parking too. 500m 0. Westbrook mall and surrounding TOD area immediate long 37th St and 17th Ave southwest should be the primary focus of moderate to large scale development [office, retail, high-rise residential].
  - so ensure it's not all residential, provide commercial and multi use and recreation too
  - 25 A St southwest- the shaganappi community park is already well used and will be over saturated once Jacques lodge is developed. See general comment in #3
  - between 26 and 25th St southwest. Should keep single detached houses.
- 
- please no density increase near the 45th St station. Parking and traffic is already a disaster there.
  - it's strange to have a poorly define 'existing land use' category when everything is existing? Why would you remove the mini malls and Westbrook mall from the four story plus category? When you are recommending infilling single family homes? From bow to 17th on 37th is a great target area. That mall isn't even very interesting and the commercial isn't special. So destroy 1-2 Storey residential but preserved one story commercial? Ridiculous logic.
  - 1st part anywhere outside the hub
  - 2nd " you can't
  - Main avenues are fine. Streets such as 26 St SW- No
  - Some of these streets are too narrow. The piping along these areas are outdated & we see a difference in our sewer & water when 4+ units are developed. 26 St SW- 29 St SW. Parking is horrible with 4+ units and not safe for our kids at play.

- We would like to see a park, tennis courts, basketball hoops, skateboard/pump park, trees, flowers, hedges in the area around Westbrook Station. Presently it is an eyesore, barren & ugly.
- I think right around transit areas there should be more housing.
- We live in Westgate, beside the 17th ave/ 45th Transit Station in a 4 storey building. We'd love to see the area grow with more businesses in walking distance from us.
- Westbrook LRT and transit shelters are a hub for drug use and are not fit for tax payers I don't know anyone that has any positive feedback about westbrook.
- Glendale
- Near transit areas there is always trash- paper- cigarette butts etc. Folks can sit in the closed areas for a very long time.
- Parks must be within walking distance in Calgary but 4+ developments (including housing) should not border the parks. It is inviting unsafe areas.
- Large building are an eye sore!
- Upper scarborough/ sunalta West. Forthcoming increased density on former Jacques site already determined to produce adverse traffic effects on 26 St & 24 St. Zone change in aforementioned area will exacerbate the adverse traffic situation. Topographic realities of aforementioned area are not conducive to 4+ storeys. Similarly, 26 St N of Barlow Trail unsuited to large scale development
- I support large scale development in the immediate vicinity of the LRT Station & bus station.
- Large scale development does not integrate well into the community. Build low rise buildings, allowing for interaction. Our downtown has many vertical buildings keep it downtown. The high rise keeps people in the high rise high rises create silos- they are dehumanizing. Think about Kensington and Inglewood- a nice place to walk around high rises alienates people and isolates people- this impacts our health
- I feel Wildwood is not a community for hi-density exposure. To suggest large scale developments along spruce Drive and the bow river is ridiculously unreasonable... what are you people thinking...
- Already dense enough no parking lots
- Four storeys are fine here. Some taller buildings are okay as well. I need to know where taller buildings are planned and how tall.
- I suppose it is no surprise for there to be apartment building near the LRT.
- 17th Ave; 45 Street & this area is already congested leaving access to police & fire a concern for the area. As well, there is already apartment access close to this station as is
- Stick to around 37 St. 45th St etc. not set up for this
- The 45th street station. There are no stores nearby they will drive not walk and traffic is busy on 45th street at times already because of all the schools.
- The small intimate community of Killarney Glengarry is being swallowed up by too much density. You want people to walk and cycle so development close to transit station areas LRT should stay on 17th Ave
- The area west of 45th & north of Richmond should not encroach on existing heavily used green space- keep it closer to Richmond
- 17 Ave S.W. does not need cycle routes, what a nightmare. This area is so busy just leave things alone. Just more disruption.
- Along 45th St & 26 Ave
- We live in this neighbourhood because it is single family & low density
- Quality of the neighbourhood will diminish in value with high density properties
  - o Shaganapi area is already developed! -Residential. Putting in tall structures are taking light from existing houses, yards results in the loss of green spaces that were there before. E.g. Ernest Manning School [deleted] school. You are replacing public use

- areas (courts, fields, playground with buildings- large or many. If you are looking at increasing density focus/look downtown- [illegible] that area.
  - New tall buildings interrupt esthetics/ feel of the residential area. They do not belong there.
- If building along 17th by the 45 St Station, underground parking is a must. Our kids ride their bikes to school along westwood drive so keeping safe is a concern. While riding there are multi-family dwellings & apartments all in that area to begin with.
- The 37 St Station is much more appropriate for buildup than 45th. No stores and a rats nest of streets around 45th St Station.
- Current over crowding around transit areas are the citizens comments on the brochure from this proposed plan? Where is the evidence your proposed plan is better for the environment than the existing green space and corridor??
- Mostly I agree that it makes sense to increase density around transit stations. However, I disagree strongly about this around Shaganappi/ the community centre. This area is already used extensively by the members and families around there, and would change the current use/ demographic for that space if these large developments came into play.
- Any 4+ stories in an existing R-2 or Above is fine.
- Any 4+ stories in an existing R-1 is not appropriate.
- Compromise is fine, but buying & living in a R-1 zoning is a large parts to why people chose to live there.
- Many are backing onto homes that will loose privacy, light & property value
- Increase in traffic in existing residential neighbourhoods that are currently child friendly
- The City does not deal with other services such as Waste Management now example- lanes packed with waste bins (scattered) & not placed on private property
- Due to current overdevelopment. Not enough space for appropriate pick up how will sewage & water be managed with such intense growth?
- All transit areas west of 37 St. 4+ storey buildings should first be built up in well built up areas first. If you want apartment dwellers to walk give them amenities nearby. Otherwise parking is horrible.
- I think this is the correct place for higher density housing.
- Large & medium condo buildings lead to many traffic issues, parking- congestion
- Crime
- Traffic- idling longer at lights (emissions)?
- Cars speeding, intersections that are unsafe (37 St/ Bow Trail) / 45 St/ Bow Trail
- What about the homeless? I see more everyday
  
- This makes the most sense
- I am concerned that no development is occurring at the Westbrook Ctrain station huge empty lands. While you want to destroy green spaces is our [illegible] I know it is privately owned, but why was there no requirement it be developed with in a determined timeline when sold to the developers?? Unacceptable situation.
- More people, security, & police the better.
- All of the areas outlined, do not allow any building to exceed 4 stories.
- To close to crescents northwest of 17th & 45th. Also not comfortable with Bow & 26th. High density are not necessary at every ctrain station.
- Four storeys would be okay for all the areas. The + is the concern. You need to provide more detail about the maximum heights for specific areas before I could support this.
- There is plenty of space as outlined. The secret will be to make them so undeliverable that seem to venture off the LRT into the neighbourhood.

- Consider the effect of summer sunshine and lack of sun, now enjoyed removed. Higher density= higher crime possibilities. Parking is not a given, near your home with influx of so many family homes. Even now two stories in encroaching and making a negative effect it's not necessary now. Privacy is effected negatively also
- The plan is [illegible]. Suddenly everyone is going to walk & ride their bikes which works in Calgary less than ½ the year? The area around Westgate LRT station/ 45 St is a major artery for a large number of schools & is very busy in the mornings & afternoons. This plan just increases traffic.
- The Transit Station at Westbrooke is a perfect place for community development – coffee shops, small local businesses, green park space for attracting people to sit, relax and enjoy. It is now wasted space- So sad that it has been left so rough for years.
- Area on South Side of Shaganappi Park is not appropriate. It is already used for high value housing.
- I understand the need for increasing density close to the transit stations- there is still a parking problem by the westbrook station and I feel increasing density might just increase the difficulty in finding parking close to the station. Along 33 bet Bow & 17
- Why 37 Street between Richmond Rd and 26 Ave? There is no Transit Station in this area?
- Why not the areas between 24 Street and Crowchild if everything else in the area is designated for large scale development?
- These are the best areas to promote local commerce and therefore increase the tax base.
- Yes call. I would recommend more local businesses or shopping centers. Too many high density homes will create more traffic on a very busy road already.
- I do not want to see any redevelopment of the condo/ townhouse units at the NW corner of Richmond and 45th
- Parking
- The TOD areas can support 4 storeys everywhere. The + is the problem- we need to know how high & where before I can say for sure.
- I feel there are areas within the community that could be an appropriate moderate to large-scale growth. That would not have a major impact on the surrounding neighbour's privacy, traffic volumes and sun light. The Brookfield development north of Bow Trail, large-scale that will not have a major impact on the existing community, except for traffic. The additional traffic will affect everyone, has there ever been a traffic impact study done? The Westbrook mall C-Train station, massive amount of land directly south of the station that could again be large-scale with only more traffic issues. I'm not sure why we continually have to be going through these rezoning issues?
- We are located in Glendale just off of 17th Ave and 4+ storeys would completely destroy the residential setting and relaxed nature of our community. It is why we bought our house here because of R1 designation.
- Need to maintain Shaganappi golf course.. Need to develop around Westbrook LRT Station as currently unsafe with substantial social disorder!!
- Along 37th St between 26th & 33rd. Not so much not appropriate as several blocks- too much into neighbourhood away from main street. More here than near 45th St LRT station which is woefully lacking in planned density.
- 15-20+ ok id LEED Gold, w/ proper bike storage
- The focus areas of growth map is not clear as the pale green & light tax areas are not identified as to proposed use. As a resident (18 years) of Glenbrook I have noticed a great increase in crime. The police told me that much of it originates in the huge housing complexes south of Richmond Road & Sarcee. They say that it originated first around that area but now is spreading to Glenbrook, Glendale, & further-west. I understand the concept of greater density but I do question your concepts of corridors & placement around the parks.



- I think main corridors such as 17th Ave & Bow Trail are more suited to the proposed developments
- The area around the Shaganappi stations there were attempts to rezone and build but plans were not adequate in terms of underground parking. While I love the idea of transit oriented living, given the state of public transit in Calgary, most people will still need a car, and with the increasing [illegible] of vehicles, things get complicated. Many new infills are built in the area. 4+ could be ok on the outskirts, definitely not in the hart
- All available spaces should become "green/ public use area"
- P.S. Shaganappi golf course should become public use area that residents may use for walks, play, biking, skiing. Please make it happen so we can ll use it year round.
- This makes the most sense. These are typically not as nice houses, and less desirable homes. These could become more desirable and have stores in the main floors
- I agree with increased population density near Transit Hubs and Shopping access
- These types of buildings have no place in communities that are primarily single family homes. They will add to traffic congestion and will be a strain on aging infrastructure
- Where: 37&36 streets between 26 Ave and 25 Ave SW
- Why: first, this was not what we were told when the city approved the land re-designation. The now proposed moderate to large-scale dev (4+ storeys) is completely out of proportion and out of place. Examples provided on page 5 are too large, too ugly, and do not integrate well with the community of smaller scale single family homes on 36 street. Due to topography of the area, 37 street's buildings are +2 metres higher (land is higher) which is already almost one story higher. Should keep 2 to 3 storeys high
- Only should be allowed directly on the transit line. Do not go into the communities with these multi level (4+ Stories) complexes.
- If it's unlimited only to the area; in fact, I think the designated area is too large: should not go beyond or north of Westwood Drive SW. /47th Street SW.
- See below.
- The proposal makes sense along Bow trail/ 17th Ave. The ultimate approved height needs to recognize the impact on adjacent homes. The current map goes well beyond this and suggests 4 plus stories for all of core shaganappi from 25th St to 28th St. This will completely change the character of the current neighborhood. This should not occur without the consent of the community.
- There is already a lot of crime on the rise in the neighborhoods since C-train stations have been built. Areas that already have a lot (ie Westbrook Station) would be ok but not in areas like 45th / 17th Ave.
  
- The extent of development to the south of Shag. Pointe Station makes no sense base on the present development of 750k+ homes and present approved mid density development to west along 12th Ave. Access for traffic and speed limits are already a huge issue in area along 14th Ave & 16th Street. Cannot believe areas along 25A St & 14th Ave would be considered appropriate
- I feel that Glenbrook, or part of it, especially areas west of 45 St. Has been discriminated against as for as R2 or multiple story development Killarney, Glamorgan and other areas have been granted rezoning not us
- The area around Westbrook Station needs attention and development. If is currently a disaster area with unkempt grassy areas.
- 37th – totally changes character of community
- 37th is far from a transit hub!

- 29th St. & Richmond- you've received clear message from citizens in taking away greenspace on 29th/ Sarcee Rd. Listen to citizens. We are not fooled by shell game.
- 4 Storeys is plenty, higher too obstructive.
- All areas in this survey are becoming overly dense. Calgary inner city is being ruined with too much development
- There is no need to densify
- The area around the 17 Ave & 45 st station
- #6 Spruce cliff. We already have lots of buildings. The wildflower art centre is good where it is.
- There are certain neighbourhoods where it's not appropriate because these neighbourhoods are not equipped to deal with the increased parking and traffic in road ways, and alleys. Higher density areas generally are affected by higher crime rates. The character of existing homes/ neighbourhoods is also negatively affected.
- The 45th & 17th Ave train station. Traffic already backs up that intersection. Westgate homes along westwood drive would lose all value. Maybe townhomes under 3 stories.
- If we are focused on climate control- no more buildings! We have enough.
- Want to retain access to cycling/ running trails in the Bow Trail/ 26 St SW transit station area.
- This is nothing but a waste of taxpayers money
- The 2nd Max station in Richmond is redundant given Richmond is the only lower density area and there are no services for large development. More appropriate are 4+ stories on 37th St.
- focus should be on developing the empty piece of land north-east of westbrook mall. Where the old Ernest Manning High School used to be. This land does not serve any function at the moment... not even as a functional green space. Why is this? As the Westbrook Mall train station serves a transit hub, why not build a parkade on it and/ or build moderate to large-scale properties here first. Glad to see there's finally some work being done at the old take's lodge area near the 26th C-Train station.
- How about reducing the number of homeless/ disadvantaged people in the Westbrook Train Station so I can actually use it without fear of being attacked?
- Get rid of the homeless thieving meth-head junkies
- I support transit oriented development. Encourage it to be more "human-scale". Have bike parking
- Development of this type surrounding the max teal stations at the corner(s) of 37 St & 26 Ave SW is not appropriate as there is limited amenities for a higher volume of population. There are no walkable basic needs outlets (Groceries etc.)
- I think that large scale development should not occur on the south side of 17 Ave SW. These areas are primarily single family and should stay that way to reduce congestion in the area.
- 37 St. between 17 Ave & 26 Ave is not appropriate for 4 storey plus development. It is not a transit corridor and would not support the character of the neighborhood. Would be too tall and overshadow homes in area.
- This was in my mailbox and I live in Richmond Park. We want to be left alone here. No development on the Richmond green golf course. Leave it as a green and family game area. We are the wedge so we don't want development on the [illegible] Bennett site either
- The area around the current site of Viscount Bennett is an incredible green space that is used year round for recreation (football, children play, dog walks, tobogganing, cross country ski & snow show) Elimination of that green space would be tragic the map ( on the sketch) shows Max Transit and expansion in that would be destructive to Richmond park and Crowchild Trail
- Make it safe- well lit, no space for transients & clean! Lots of waste bins, etc.
- If development is focused around transit, it will increase incentive to use transit instead of driving and I support development that won't increase traffic in the area.

- Glenbrook- additional development means increased traffic!!! It is already too busy. With additional development, there is never an increased service (transit).
- 26 St Southwest of Bow Trail- currently a residential neighborhood
- No, I support development
- Rosscarrock already has too many liquor stores & pot shops. If the city allows more commercial developments/ street level premises are leased by liquor retailers. Transit station areas have brought more crime!!!
- These communities are lovely- lrg scale development destroys the community friendly fell and you lose the safe environment that we have here. There are already enough houses being torn down around the transit to accommodate.
- Around transit area I feel that 4+ story is fine as there are already large buildings in these areas.
- 45th street station.
- Increased housing 'will not' decrease traffic. More people = more traffic. Dah!! Safety issues Elementary schools need to be protected from increased traffic volume. The commute to downtown would be a nightmare- people!! Not all take buses
- Yes it is not appropriate for large scale development 4 story max might be appropriate, parking and shadowing on others is not fair.
- Land that could be developed, 17th Ave & 33rd St., close to amenities. It would look better than the garbage & long grass
- Don't fix what does not to be fixed!
- The area at 45 st & 17 Ave SW is not a 'transit hub' area, nor do we want it to become one. More people in an area means more cars. We do not want high density developments in our community
- The area's of Glendale/ Glendale Meadows due to their unique street layout
- We do not feel that high density is necessary or appropriate in the predominately single family residential areas on 45th street between 17th Ave & 26th Ave.
- Directly around the LRT station & existing empty commercial areas we could possibly see 4 storey max building with appropriate parking spots available for residents & guests. It is not feasible to believe that people will only use public transit or a bicycle.
- The area around the 45 street LRT station gets extremely congested with traffic & pedestrians; particularly in rush hour times. To increase density this area will create further congestion problems. Also 45 street & 17 Ave is a high traffic accident area, so why increase density here.
- Areas on the south side of 17 Ave at 45 St. Station are not suitable for 4+ storey development. This intersection already has 2 traffic jams each school day and is backed up 2 blocks on the south side leading to speeding short-cutting in the neighbourhood. Also, 45 st is supposed to be a cycle route; adding high density at 45 and 17 will seriously negatively impact the cycle safety at this intersection Fire & Ambulance service would also be negatively affected. The Westbrook Station is where higher density, 4+ storey development is appropriate.
- These are stations in Calgary Residential areas. Think about it, not even New York City develops every subway stop.
- Westbrook and Shaganappi
- 33rd Ave (East Side) and Bow Trail (North Side)
- Could be developed.
- Moderate to large scale development is not appropriate in areas within Glendale that fall outside of major corridors of 17th Avenue, 45th Street or 37th Avenue. These developments would not integrate well into the Glendale community, which exclusively has single family

homes- they would stick out, tower over existing homes, and fundamentally change the neighbourhood for the worse.

- Around the LRT on 17th Ave and Westbrook, in already vacant lots and established commercial areas, with ample parking could be high density. Building units on top of existing commercial buildings would increase density and have less impact on the surrounding communities. It isn't realistic to think people will only transit, bike or walk when living in these buildings. The majority of people will still have at least 1 vehicle. To supply parking in these units would help with integration.
- I'm referring to the street called Glenview Dr. It's directly south of 17th Ave. I feel strongly that the 4 storey apt building purposed would be too invasive. This street has no infills. They are single dwellings. Townhouses, or duplexes would be more appropriate. This street is a cohesive street where neighbours walk dogs, have patio parties, play bridge, and visit with each other while out for walks. This proposal is not in original plan.
- Yes it is not appropriate for large scale development or moderate. I live in the area there are many schools in the area. They allow no sun for 9 months when the sun is low. Shade parks and yards, cause parking issues. What happened to the limit of 10 meters, this is not appropriate
- Only moderate scale development (3-4 storeys maximum) should be allowed near the smaller LRT stations: 45th Street Station and the Shaganappi Station. It may be more appropriate to have large scale development at the Westbrook Mall LRT station, as this is a large commercial area, further away from residential areas, However, very tall, large scale developments would have a negative impact.
- Generally, large scale multi-storey building (>4 storeys) should be restricted to the downtown area.
- 45th street is already busy with traffic- cars, buses, and people awaiting transport from the train station. There are several buildings above 4+ storeys nearby. AMA offices need to be open for members as well as keeping drivers in cars- too busy- too crowded RE: Westbrook LRT Station and area.
- I think max height should not be higher than 3 or 4 stories, and only facing onto the main thoroughfares: 17 ave at 45 street, and the corner of 37 st. & 26 Ave. Not encroaching into the neighbourhood at all. Large buildings near transit hubs will not reduce traffic- it'll increase traffic in the neighbourhood as well as cause parking issues, and therefore pedestrian & safety issues.
- Around transit stations is fine- like on the site of the former E.C Manning High School.
- Along 37th street SW- this is already a congested & busy area. Parking will continue to be a challenge & development here is unnecessary!
- Yes it is not appropriate for 4+ story. Shadowing 8 months of year. Parking- congestion
- I would look at a 4 storey max
- South side of 17 Ave SW and 45th St. This is a residential area with a road that already can't handle the traffic. There is no place for parking for a large development. Use the North Side of 17 Ave for the large development since there already is some there
- This is good.
- The intersection of 26 Ave and 37 St. is a disaster waiting to happen. With the upgrade(?) to 37 St and the elimination of 2 lanes of traffic as well as the turning lanes 37 St is a bottle neck. There is a DP2021-7660 in place for the addition of 150 apartments and cars at the corner of the intersection alone. You have got to be kidding
- Might be appropriate in empty lot at Westbrook Station.
- Not appropriate at 45th Street Station.
- Yes it is not appropriate for a 4+ story building
- Anything over 3 stories will cause shadowing on other peoples properties as well as huge parking problems, more crime & de-values the area & community

- (This question is not well worded)
- Yes, not appropriate. Current buildings are 4 stories or less, and that is appropriate
- Glendale: Turtle Hill, kid park, skating rink
- We moved to Glendale because of these green spaces
- Glendale area south of 45 St station
- We moved to Glendale for the low density zoning
- More development density would mean more people speeding in residential (already a big problem)
- 17 & 45- already denser on N side behind AMA- Any building 4+ storey on south side 17, or East & west on 45, would greatly infringe on current property owners, rights to privacy. Would increase traffic, noise, visual pollution, rights which the city stepped in to protect & protests in the beltline. The same goes true for 37 St, Richmond Rd & 51 St whereas beltline residents experienced these impacts Sat-Sun, Westbrook communities would experience everyday in perpetuity. No upper limit to building height has been discussed – [illegible] “improvement” to 37 & 26 caused more congestion, idling- does not instill confidence
- I believe that the area on the south side of 17 Ave between Georgia St. and Gateway should not be developed beyond the properties on 17 Ave. This area on Georgia St, Glenview Dr & gateway is all single family homes, many with 70 foot frontage. A change to 4+ stories would be extreme
- 3 story buildings along 17th Ave would be acceptable east of 45th street.
- The transit hub closest to 45 St and Richmond Road/ Sarcee Trail
- This area already has a lot of activity and traffic due to the proximity to the trail, Westhills and the Richmond Square. Increasing density in this area would not be beneficial since it would increase road congestion, parking issues.
- The area around Canadian Tire/ Coop. This area is already highly congested with traffic concerns. Adding more residence will not help.
- 30 Ave is definitely not ideal for this type of development not even sure why you consider this is a main corridor!! Why do these older communities need to accommodate high density!
- 37th Street from 26th Avenue south to Richmond Road is already too congested RE- vehicle traffic.
- [removed]
- Every area
- 45th st Station
- 45th st. has too many school and park speed zones. It has no nearby grocery stores either so people living there would be forced to drive or take transit for groceries. Not ideal. Stop growth west of 37st. Too much crime in transit stations too.
- 37th St. SW. Area is already busy & congested
- Development at transit hubs is okay, but seems to extend quite into the neighbourhood (away from actual transit activity).
- Glenbrook transit hub is already quite densely populated. Glenbrook already has a lot of town houses, condos, and tall buildings
- I don't have any issues w/ transit station areas.
- 17th ave transit hub= appropriate
- Glenbrook transit hub= not appropriate
- Parking is already limited
- Already many town homes in this area/ low income housing
- 37th St hubs= appropriate
- -Watch the cumulative impact of multiple 4+ story buildings! The southwest corner of the plan could become very congested if over built.
- -What does 4+ mean? I am concerned about the + becoming 8 or 10 which is not appropriate.

- Large buildings make sense near the LRT but 45 St is very narrow on the south side of the 45th St station and clogs up when school let out for example
- Can't comment on other areas
- 37th Street from 26 Ave. South to Richmond Rd. as vehicular traffic is already too heavy.
- Large scale developments should not be permitted within transit station areas that are adjacent to parks and open spaces.
- The focus of these areas should be the park and open space.
- Ex= Shaganappi Point Station, Bow Trail and 25A St/ 26 St.
- Richmond Road east of 37th Street [illegible] a massive amount of traffic already and some parts already have traffic [illegible] speed [illegible]
- 37 St SW, north of 26 Ave. That corner is very busy with traffic, heading on 26 Ave SW. every day; from Monday to Friday I'd say a good portion (of traffic) continues west past 37 St, But a large portion turns north up 37 St. Keep development (3/4) stories on 37 St. SW south of 26 ave. that would encourage potential parents walking their children to the 2 local elementary schools without crossing busy streets!!
- Negative comments?!! 4 storeys or less perhaps here but not "4+" by Westbrook mall perhaps higher but already a development of this height across Bow. You are taking away green space and adding no water/ "rain" catchment areas. No extra space for people & pet recreation.
- Absolutely ridiculous to highlight transit area around 37th which is already under development without community engagement. Citizens already feel there has been no meaningful engagement with development here. How dare you sell this as 4+ with no realistic cap or scale, Surrounding AE cross with largescale development will only increase traffic and danger to students. If the city actually cared about being environmentally friendly it would look at keeping houses with yards for people to grow own food,. Allows for natural drainage, trees and wildlife preservation.
- I am worried about 4+ - four stories is fairly reasonable but I do not want to see high rises in these areas.
- Around Richmond Rd & 37th Street transit is ok, but not great
- The areas along 17th Ave around the Westbrook LRT should be the focus for a good development plan with community consultation and input.
- All extends too far.
- No; redevelopment should be focused around these areas to promote vibrant, sustainable, economically viable communities
- Imagine the Westbrook Mall/ Walmart parking lot as a Garrison/ Marda Loop area, or Trinity Hills Development
- Westbrook Station- high density 3 tower units close by. Next to solve current issues of crime, loitering and safety before increasing density. Traffic congestion along Bow Tr., 37 & 33rd St and 17 Ave a considerable problem. This needs to be addressed before increasing density.
- These areas on the map around the LRT seem to make sense along Bow Trail. However there seems to be a significant area of pink deep into the neighbourhood which seems a little excessive.
- These areas appear to be the logical choice for 4+ storey dwellings. Indicates occupants who do not require parking spots.
- I feel that these transit hubs are the only places appropriate for moderate-to-large scale development.
- It revitalizes the area, brings more commerce.
- As a single female I'd feel safer using the transit in the evenings/ off hours if there were more people and more activity in the area.
- If people are out for a carefree evening, they can pop on transit and get home.

- 26 st north of Bow Trail within ½ block of land makes no sense for large development. Access would be difficult due to Brookfield redevelopment due east of this property.
- The area bordered by Bow Trail- 17th Ave and 33rd- 37th street SW is not suitable for this type of development. The already heavy foot and vehicle traffic means additional development of this magnitude will create significant congestion and safety concerns. It will also obstruct the city and maintain views from homes of residents who have paid a premium to live in the area.
- These are ideal places to increase commercial & residential activity.
- The area around the Westgate LRT already has a lot of high density housing. It is enough please stop trying to destroy my neighbourhood.
- The area of 17 Ave & 45 street is already dense enough
- The only possible location in Westgate maybe 45 St and/or the AMA Site.
- You are attempting to destroy my community, please don't. Is the intent to eliminate RC-1 communities?
- Please no development near 45th/ 17th ave train station.
- 45th street is not appropriate. Even with what is currently there it is a nightmare navigating the area during rush hour. It is already over congested.
- Additional buildups around the westbrook station would be nice as it already has existing development that new development would complement.
- I'm not sure why westbrook mall isn't a transit station area?
- 4 storey buildings and higher would be negative to the area in the following ways:
  - o Lack of privacy surrounding residential homes adjacent to 4+ storey
  - o Loss of sunlight (increased shade) on surrounding residential homes adjacent to 4+ storey buildings
  - o Loss of available street parking
  - o Increase in crime potential
- I have concerns about moderate to large-scale development, not only by transit stations but everywhere I feel as though large-scale development such as these and lack transparency as they are built and managed by large corporations. Aren't larger corporations like those the reason we have to do revitalization? Respectfully this plan seems like it caters to larger corporations in the mask of happiness and "greener pastures". In reality, this large development urban living masked under affordability & (guaranteed mostly still pricey rentals). Can't cater to the family oriented communities here. More on page attached- please read!
- The city appears to be opening into a new discussion over the density of Westbrook station/ Shag. Point Why!
- This matter concerning the Shag and West brook station has already been determined! Why open the matter again!!!
- The areas around the Shaganappi Point Station and the Westbrook Station have been the subject of many hours of planning and community engagement. The density and height of these areas have been settled. There should be no additional density in this area.
- Stop changing your mind city hall planners leave upper Scarboro/ shag alone
- I believe city planners are forcing far too much development around the westbrook an shag. Point stations
- (Shaganappi) We have lived here for 32 years. The transit station has been bad for our community, as we predicted, in that it brings transients and drug users to area. This plan is more of the same. We want to keep our community the way it is!
- All the proposed changes to Shaganappi community are terrible! We have high enough density here already! Do no wreck it!

- Not appropriate on 26th St., 26 A St, 27 St between Bow Trail and 17th Ave except along south side edge of Bow Trail as has already been redesignated. Not appropriate on 25 A St and 25 St. Between 14th Ave and alley before 17th Ave. Absolutely not!!
- See map we do not want any more density!!
- South side of Bow trail has already been rezoned. Leave the rest alone!
- Further density is not needed within transit areas, neighbourhood has seen a significant increase and is in threat of losing its feel.
- Increased density was already added near transit and along 17th and other corridors. Further density is not needed.
- I live on 25A street. I don't want to lose all sun & blue sky from my backyard by a 4+ building across the alley from me. The would be effect on all my neighbours on this street as well. We already have significant 4+ zoning in and around our neighbourhood. We also don't think more large 4+ buildings around AEF School is a good idea. Many kids walk to school including my own. This will significantly increase traffic around the school.
- We live on 25A street close to Bow Trail.
- Enough 4+ zoning already in this area.
- Our community has already been zoned for increased density. Further development will overcrowd existing parks, schools and transit. Roads are already crowded and so are bike lanes.
- I am absolutely against large scale development as designated around the shag. Pt LRT station. This area is currently populated with a lot of newer single family dwellings- 4+ story buildings would block sunlight, increase traffic, noise, and seriously devalue the existing homes property values? This is an upscale area (esp. east of 26th st.) where the addition of "high rises" would be extremely inappropriate. The character of the neighbourhood would be irreparably damaged. Increasing density with duplexes (as is currently occurring) is much more appropriate.
- No development!
- There is a great deal of vacant land around Westbrook that could be developed. Great access to all services & transit.
- No, I like the idea of densifying around C-train stations. But not like what was built at 33rd St. the giant towers aren't the issue, that they are single use and seriously ugly is. I think having them as multi-use would have enhanced the neighbourhood and given us a destination to walk to. I like the way the development is ongoing around the Brentwood Station and adjacent to the mall. New restaurants and shops and so close to the university which is really needed. That type of environment would be great around the Westbrook C-Train and would really revitalize the area.
- The westbrook LRT station is not safe. There has been increased crime in the surrounding area since the LRT opened at Westbrook. Additional security and/or structure of the station is necessary for proper integration with the community and to encourage transit use.
- People moving into development around transit are still bringing their cars. The cumulative impact of adding more cars to major arteries already full of cars from up the hill west of Sarcee will bring the area to a standstill. Even if the city made transit free, people will still drive their cars.
- Currently there are significant safety issues- especially surrounding the Westbrook LRT Station. These issues need to be addressed prior to increasing development and they have existed since the Westbrook station opened but are only getting worse. In truth they are just an example of "the city" listening to citizens but in actuality not listening or addressing any



- concerns. I am deeply concerned the same will occur with this “engagement” in practice the locations identified could work out not without addressing issues of safety first
- The plan for development around Transit Station areas is appropriate and this is where high-density development should be focused. This is logical with the proximity to transit and shopping-High-density development should not be located within existing R1 neighbourhoods and adjacent to existing green spaces or corridors.
  - It appears to me that moderate to large scale development is already happening in these areas, in particular near the Westbrook transit are (seemingly not identified on the map as transit hub). I am not opposed. However I do encourage the city to place an emphasis on better integrating these areas into the character of the surrounding communities. To date there has been a glaring lack of landscaping, visual interest/ public art/ community collection and activity that could enrich the surrounding areas. Large scale development in the absence of local community integration is destructive and contrary to the core values of the neighbourhoods. Adjacent lands left vacant are eyesores and do not promote safety and security. We need to develop these areas with a view to reflecting the communities within which they sit and enhancing the vibrancy of each community.
  - Measures would need to be put in place to address parking issues, traffic congestion & increased traffic as well as general safety.
  - The station on 17th ave and 45th street is not appropriate for more large buildings.
  - There is absolutely no room for multi-family development at or around 17th Ave. & 45th St. and the Bow Trail & 26th St. LRT stations, The only location that has plenty of room for moderate to large-scale development (4+ stories) is the site directly south of the Westbrook LRT station on the former site of Ernest Manning High School. This large site has been vacant for many years and is an eyesore.
  - For those who have spent anytime at the Westbrook station, it is not a welcoming place to spend time. Over the COVID period it has only gotten worse. This does nothing to encourage public transit.
  - 37th ST & 30 Ave
  - 37th ST & 20 Ave
  - 37th ST Richmond Road
  - These are already congested more cars on the street as the parking in 4 stories are too small. People park outside.
  - Where people have purchased R-1 residences and don't wish to be part of a ghetto!
  - Provided it is to bring cost-of-living down and allow for affordable housing and to support local business and not to line the pockets of real estate developers and the wealthy
  - These are currently quiet, SFD areas, and do not have the design or infrasture to support large buildings. It would totally change and destroy the nature of the communities, bringing crime, despair, and poverty. This is a 'social engineering' program that should be rejected.
  - Glendale community is not zoned for largescale development and should never be considered for this kind of development. We bought in this neighbourhood because it is single family. Keep it that way
  - Yes
  - The corner of 45 street and 17 Avenue. No development along 45 Street.
  - Parking around Shaganppi Golf Course on 26 St is limited. 25 St SW already has high density housing on the block, does not need to change from what it is.
  - Ok around Transit Station areas & Westbrook mall area
  - Build up is not appropriate at 45 st LRT station. Intersection of 45 st and 17 Ave very busy - especially when school ends and rush hour.
  - I think the “4+” description is too vague. There is a huge impact difference 4, 8, 12, 20, 24...

- We must not underestimate how much people love their cars. Walking and cycling routes need to be safe and attractive; otherwise people will continue to drive, even to the corner store.
- The west side of 26 St SW between Bow Trail and 17th ave. While directly along Bow trail across from C-Train station would be appropriate. The area directly across from Alexander Fergusson is not. The density of street parking picks up making it unsafe for school crossings & children.
- Yes, some of “pink shaded” transit areas encroach on single-family and low-density zoning, such as at 45 Street and 17 Ave. Part of this designation as “transit hub” is valid and is already designated and occupied with medium density structures. In fact, this “pink” area could be extended to the north a bit so that it includes the entire area of medium density structures that currently exist. However the designation should not encouraged to grow at the expense of “single-family” homes.
- There are many areas that are currently zoned for higher density throughout the Westbrook area – but things have been shaded grey. The map should be modified to clearly and accurately reflect where higher density zoning exists and what portion of it remains undeveloped. Until these undeveloped areas are developed, areas that are currently zoned as low density should not be changed.
- The map on page 4 is overly simplified and is not a useful tool to meaningfully engage with people about land use planning decisions and recommendations.
- Green space close to transit hubs would be great. They could provide a place for seasonal farmer’s markets for transit travellers. Also a pleasant place on the way to and from work to meet up with people.
- A significant portion of ridership are residents of bedroom communities to Calgary. Parkades are required at city perimeter C-Train stations to reduce parking impacts on communities – possibly combine pass with monthly parkade parking fees.
  - o From my knowledge of driving on 26 St & 33 St these are narrow roads – especially 33 St parking would concern me, and there are beautiful mature trees on 26 St that may be impacted. Also on Richmond Road & 26A & 29 St SW.
  - o Traffic calming devices make road very narrow & parking on either side would prohibit large vehicles (ambulances, garbage trucks from passing through narrow road
- Leave the 4+ storeys to east of 27 st. People who live in apartments like to be near stores/ malls.
- Upper Scarboro
- The plan is too high density
- It will cause too much traffic around the school
- There will not be enough parking for park use
- The park will be over used
- There will be less green space if the whole area indicated is high density
- Who will look after the park?
- Environmentally this makes sense
- Parts of: 17 Ave. S.W., 45 St. S.W., 26 Ave. S.W., 37 St. S.W.
- These are areas where 1 or 2 buildings might fit in.
- But: much consideration must be given to traffic and the residents that would be living by these.
- Bow x 26 St station: Far too much development.
- Anything past the 1st block – in all directions – is excessive and will destroy the neighborhood.
- 17th Avenue is already too busy & increasing as the city builds West.

## Topic 1: Question 2 (Corridors)

**Are there any areas along the 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 Corridors integrates well into the community.**

- Along Spruce drive
  - I feel 4+ storey buildings would be inappropriate along the entirety of Spruce Drive, the entirety of 45th Street, 26th Avenue west of 37th Street, and 30th Avenue west of 37th Street. These streets run right through the hearts of the communities of Wildwood, Westgate, Glendale and Glenbrook. Such developments would completely alter the fabric of the communities which are valued for their quiet, small-town, neighbourly character.
  - "Wildwood and spruce cliff. There already are traffic issues. Wildwood school sends weekly emails about the traffic hazards.
  - Just because the city envisions everyone to be walking and riding bikes does not mean its going to happen. I know so many people who drive because they cant park at the westbrook train station."
  - spruce drive, with existing large trees on one side and large power transmission lines, is not appropriate for development corridors. Plus, the with only two main arteries out of the neighborhood (also flagged for development corridors), there are not enough roads in and out of the neighborhood for large scale developments
  - "45th street between Bow Trail and Spruce Dr & Spruce Dr
  - This is one of 2 main arteries into the community, is the primary access to Edworthy park and along Wildwood school.
  - Additional development would add congestion, increase parking demand and if commercial would create an incongruous relationship to the rest of the community. Additionally many existing homes don't have full size garages and residents rely on street parking."
  - These areas were not built to handle the increased traffic flow and are already congested throughout the day. The corner curbs on 37Ave, 29 Ave, and 26 St have also been made wider lately and now only one lane is available at the corner. Plans to expand density and the resulting traffic increase doesn't fit with the redesign recently completed. Many children walk to their elementary school, preschools and daycares, large residences result in more traffic, less safety.
  - Not having the complexes so large that they ruin enjoyment of neighbours/surrounding area by removing privacy, shade, parking problems, etc. Keep encouraging this downtown and you might be able to revitalise it. Allowing this to extend to suburbs will make that goal harder.
  - I have concern of large scale development along corridors Such as Spruce Dr, 37th St, 45th st where there are children using these streets going to school, the bike usage by children and Adults. Also with an increase of development will come parking and speeding issues. Spruce Drive Already sees speeding
- 
- Redevelopment along 30th Ave. & 45th ST and 26th Ave for "new moderate to large scale homes and businesses" except where it replaces./intensifies existing multi story buildings. Existing commercial/ multi family nodes can easily serve an greater population. The notion of integrating "new" dev as defined in draft LAP into ex.single

/duplex housing areas is an oxymoron. Ex. of bldgs. applied in other areas largely reflect redev of previous . commercial (ie Marda loop and Bridgeland examples.

- 45st is home to beautiful old trees, Turtle Hill, renovated single family homes. There are so few beautiful neighbourhoods in Calgary. Most of them are full of cookie cutter homes and scrawny trees. Why would anyone want to destroy this street with large buildings? We need to keep some old neighbourhoods untouched. There are other corridors that need a facelift, not Glendale.
- This community is not about development dollars. You are going to decimate property value. values.
- "Westgate side of bow trail. As a property owner on Winslow crescent we back onto the waverly properties. We did not buy our home with the knowledge that a 4+ storey building would go up and erase our peaceful backdrop of immature trees and blue skies.
- Also, development along 45th street cannot happen without a complete overhaul of the infrastructure. The intersections can barely accommodate traffic during peak hours as it is"
- I do not believe it should be on 26th Ave. or in existing green spaces.
- Deeply concerned with the impact to the community, property value, and the lack of discussion from community leaders regarding 4+ storey buildings along Richmond Road and 41st Street. The housing community is booming in Glenbrook and there's no need for further monstrous large scale developments that are an eyesore to the community.
- Further to above believe there is no fit for Glenbrook and Glendale and specifically 41st and Richmond. The city needs to revisit this entire plan! It makes no sense!
- 29th street is not appropriate. It's a cut across road. Keep the large scale development to the main arteries like 26th Street and Richmond road.
- Lack of light, lack of privacy, lost property value to those who are impacted by these buildings, increased traffic
- 4+ storey development along 30th Ave is not appropriate as 30th is not a high traffic corridor especially with Richmond Road and 26th Avenue being so close. In addition, 4+ storey development along 45th street is not appropriate as it appears to result in a loss of green space on school grounds and other community green spaces will not be appreciated by current or future residents. Good integration of corridors into the area must consider the negative impacts of shading adjacent residences.
- Parking has always been an issue in these areas. High density development does not come with underground parking and subjects local home owners to issues with parking, logistics of driving, and overall effects the quality of life and resale with a daunting building blocking sun and privacy.
- 33rd, 29th and 26th Streets are not appraise for corridors. These are already bustling with businesses and mixed use buildings. The current roads and parking infrastructure is not sufficient to support these re-designations additional people and traffic. The community is already busy and densely populated. This re-zoning proposal makes no sense.
- Will existing older houses be torn down to accommodate these 4 story plus buildings? Is there sufficient underground parking for the tenants. My concern with these larger buildings in residential areas is the parking from the tenants overflowing onto my street and in front of my property
- 26St is in the middle of a quiet residential neighbourhood. It is not a significant/busy corridor and these large buildings would not fit in the landscape. The roads are already too crowded with homeowner vehicles and laneways are crowded with bins. The space and existing infrastructure here does not support this level of density. I would also be very concerned about children being hit by vehicles with this many additional cars going through this corridor.

- We don't have any idea at the moment. Including building height limitations, population numbers etc. would make this process seem more interactive rather than the top down approach this shows.
- Spruce Drive already has significant density development that cimpinges on wildlife corridors, is heavily used by traffic cutting through past schools, playgrounds ,community centres and community sport areas to avoid traffic congestion on Bow Trail. Further densification development would simply amplify the problem and increase the chance of accidents with children community activity and pedestrians and should either be eliminated or subject to a comprehensive environmental impact statement.
- All of the cooridors are inappropriate except 17th ave. Investigate and actually go to these communities. The remainder are family oriented communities. Just because a home is on a street with a bit more traffic on it, does not mean that it should have four story properties. It can't handle that kind of traffic and will change the landscape.
- I understand this is the way of the future, and I actually prefer it to urban sprawl. If it has to happen, perhaps along corridors is the best place for this kind of development. Having said that, I don't live along a corridor, so who am I to say?
- Wildwood. Spruce Drive. Parking on the streets which intersect with Spruce Drive will be a major issue if multi family buildings are built. Apartments/condos only offer 1 parking stall per 1 bedroom unit, but often 2 people live in a 1 bedroom unit and they have 2 vehicles. Those extra vehicles will be parking on the street. There will not be enough street parking available for the proposed need.
- Wildwood. North side of Spruce Drive. Will the City guarantee that I will receive the same value for my property if my only option becomes selling to a developer?
- I live in and own a property on the north side of Spruce Drive in Wildwood. I am very concerned that the value of my property will go down if the City approves this plan. Why would a family buy my property if they are aware that the properties next to them or across the street from them could be rezoned to accommodate these large, multi family buildings? If this plan gets approved, it seems my only option will be to sell to a developer who wouldn't pay the same amount as a family would.
- Along any corridors, development must fit with and compliment the surroundings, which is mainly low height residential in this area.
- 4 stories are not appropriate on Spruce Drive, 33rd Street, 29th Street, 26th Street and 30th avenue. These are not major roadways. It makes no sense to have every 3rd street as a different "corridor" that has higher density. Would be much better off to group several whole blocks as opposed to every few streets. Around actual main streets such as 17th ave and 37th street makes some sense.
- Yes, all the corridors except for Westbrook Mall and Ernest Manning School Site. City Planning Department's idea to degrade the quality of well planned neighbourhoods goes against the grain of planning. Consider what land is coming onstream on the Tsuut'ina land and how that will impact the city's need to provide high density housing. I guess nothing is safe in this City when you can't even rely on the municipal government to respect your bundle of rights when purchasing a R-1 property.
- The corridor highlighted along Spruce Drive gets a ton of bike traffic on a daily basis. Too much development along that route would defiantly impact the safety of riders along the road. The community is also known for being a quiet, that is why the vast majority of people live here. I think there would be much more support if the buildings suggested were smaller, no more than 2 stories, with commercial on the bottom and live space above. <https://www.pinterest.ca/pin/328129522855737169/>
- The areas along the corridors on spruce Drive are tree lined areas, and if the city is serious about keeping and making the city a more green ie. the Retree Calgary then these areas should be left as is. Plus the people who moved to the Wildwood

community, moved here for the access to green spaces and to utilizes these area. The removal of these trees would permanently alter and destroy a space unique to the city.

- The Corridors identified are not all equal in terms of traffic flow. Areas Like Bow Trail, 17th Avenue & Richmond road are obvious candidates for large scale development. Many of the other areas Such as 45th Street, 26th & 30th Ave would be more conducive to small scale development like Semi-detached and Row housing. I think the next chapter needs to look at breaking down corridors into zones of Large, Small, and in-between development areas.
- 26 ST, 29 ST AND 33 ST. These are local neighbourhoods with mostly single family homes that would be totally disrupted by a large 4+ story building in the middle of the neighbourhood. Please do not do this.
- I strongly appose any 4+ storey structures along Spruce Drive. We don't have the capacity to absorb more poeple, traffic and parking issues here. I have lived in Wildwood for most of my life and would hate to see our beautiful stretch of road overrun with buildings so the city can line it's pockets with additional tax revenues. Such structures will leave many to contemplate moving elsewhere.
- The 45 street Corridor is already to busy with school zones, and playgrounds . It would take away from the activity in the green spaces
- Areas around schools, which includes several proposed locations in this plan, especially along 45 St such as the area close to 8 Ave, which supports 3 schools. The Beltline now struggles to support schools, with most closed and those such as Sunalta noted by the CBE for their low enrolment. Most families do not choose higher rise developments, so including these areas reduces walkability and threatens the viability of existing communities
- Stay away from parks. Any street less busy that 37th and 17th ave should absolutely not be considered. 37th street has already turned into a nightmare and so many old trees were removed in the process only to make the road smaller.
- Many of the corridors have narrow streets, especially the 37 Street north of Bowtrail that would cause big congestions moving in and out of the communities. The plan has to take that into account or increase roads to double lanes or it will not be feasible for long term traffic flow. I see other areas may have similar challenges with single lane roads being the pinch points.
- "Leave 45 St alone - don't need this - Already got 37 St, Sarcee, & Crowchild. Multiple Schools & Playground Zones, Lovely mature line of trees (Gobble up CO2).
- Why was 37 St done before this whole thing plan was finalized?? Go back and fix it - turn lanes taken out, 2 lanes of traffic (from 4), curb extensions forced vehicles closer together, took away turning lanes, and narrowed access to feeder roads. This was not an ""improvement"" - its a mess !!"
- Anywhere an owner would be victimized -- i.e. an owner who made a substantial investment in a community finds their property devalued by increased density -- is inappropriate for such development, without commensurate compensation.
- "All along 45 St from Spruce Drive to Richmond Rd. there are presently schools, parks, multi family complexes and very few spaces where this is not the case.
- Property between 49st and 51st both on 26th Ave and 30th Ave is owned by the Christian School Society and a church, so moderate to large scale development is not appropriate there.
- Why would both 26th Ave and 30th Ave have to be a corridor?"
- Spruce Drive is NOT an appropriate "corridor" for moderate-large scale development. This is a residential road with an existing green space that is actively used by Wildwood and area residents for walking, exercising, dog walking and outdoor socialization. Even though the stated intent is to preserve the green space, putting 4-story buildings directly

adjacent to it will completely change the feel and use of this existing green space corridor, transforming it to a commercial corridor.

- Major corridors should be the focus as there are many areas that are poorly maintained and developed. Bow Trail is an example. The older apartment buildings on the east end Spruce Drive are another example of beautiful lands that are in need of upkeep and modernization. Areas such as the green space along Spruce Drive from are not appropriate as they serve as places where the community gathers, gets exercise and commutes. Additional traffic from dense buildings would impair this.
- Same as above. 45th street a gong show to navigate during peak times. 8th and 10th avenue is too is a mess kids, buses and parents doing school drop offs, bloody parking lot. Often have to use Waverly Drive or Westwood Drive to leave community in the mornings. These roads are not made for extra cars, parking, and people. Corner of 45th and Westwood is an accident waiting to happen as people try to cross, and cars drive across. Don't screw it up by adding more houses and garbage commercial.
- The corridors along Spruce drive are predominantly along side single family dwellings. It is an area where for most hours there are people walking their dogs, running, walking to school, commuting by bicycle etc etc. If there were to be high density accommodations as being proposed by this question the traffic would increase manifold putting all of the aforementioned citizens at risk. There already are many people driving along spruce drive to access edworthy park from other communities.
- During the 2017, 17ave mainstreets redevelopment plan, the 2600, 2800 & 3000 blocks of 36stSW were included in rezoning areas. During that engagement period residents of the 3000 block of 36stSW appealed the proposed zoning changes and at the public engagement meetings with council on April 10/11, 2017 were granted a R-2 zoning of the block. Why is the 3000 block now included in the Westgate redevelopment plan, it should be honoured as existing land use and excluded from Westbrook redevelopment?
- "As above (45th Street between Bow Trail & 17th Ave.)
- Thank you for the chance to comment and for holding online sessions. Many of the questions came from Glendale but the questions are applicable to Westgate as well. Also, some of us didn't receive the booklet in the mail."
- I'm greatly opposed to mod-large scale development along Spruce Drive. Defining this as a corridor equivalent to Bow trail is heavily flawed. Bow trail is a main artery used to move large volumes of traffic from east to west. Spruce is mainly used for community access. Allowing 4+ story buildings would act as a physical barrier dividing our community. Spruce drive is used as an open green space. Replacing this with multi-story buildings is contrary to your vision of protecting green space.
- "I feel that it is important to distinguish between residential corridors and service corridors... Spruce drive is a residential parkway that should not have development. 37th street and 45th street could handle large scale development.
- The policy of not requiring gates and the purchase of transit tickets has led to a concentration of homelessness and crime near transit stations. Controlled access on to trains will control the access to problems at transit stations"
- As per above - these type of structures should only be allowed near existing shopping malls / major streets
- Yes, not appropriate. Main corridors such as 17th Ave and 37th street are appropriate for 4 stories and UNDER. Secondary corridors such as 45th street should not be changed.
- The traffic corridors were designed to support the community structure that was designed years ago. Even now the increase in basement suites (legal and illegal) is making the feeder roads busier. Adding high density homes and retail along these corridors will further congest the area making exiting more challenging, walking more

unpleasant, and cycling a life threatening adventure. If we could go back in time and start again increased residential density would be great. It won't work now.

- The areas along 45th St., Bow Trail, and 17th Ave. are busy most days. 45th St. in particular is extremely busy with school buses, parents dropping off kids, kids walking to school. Adding additional Density into this area will increase the safety hazards not only of the school children, but all who need to use this corridor to leave the neighborhood. It will make cycling in particular extremely challenging. Streets along Bow and 17th are the "out" corridors in the community. Already congested!
- I feel that the development of 4 story buildings in wildwood will increase the traffic and lower property values. Spruce drive is used by parents walking their kids to school and increasing population and traffic will be dangerous. The main reason for buying a home in wildwood was the r-1 zoning and lower population.
- Spruce drive is not suitable. The wide streets and green space, along with the R1 zoning should remain
- Along Spruce Dr, 37 St between Spruce Dr and Bow Trail, and all of 45 Street from the Bow River escarpment in Wildwood almost to Richmond Road. It is shameful on the City's lack of transparency on the impact of this. For example, with Spruce Dr, there is a utility corridor so the City must mean the homes on either side to the north or south. This would impact at least 4 RC-1 homes on either side of Spruce Drive and would go onto streets not designed to handle anything like this. Same for 45 St.
- 45 Street in front of wildwood school - traffic is quite congested in this area to begin with, adding more residential units feels unsafe for students, same for 37 St sw, very congested area with very impatient drivers; spruce drive, both sides, leaving green space there, even in the idea is to develop on the north side of the green space, inevitably means that green space will be impacted. It is ok to leave some areas as RC1, mixed with other zoning nearby.
- Yes. In particular along spruce dr. This is already a busy location. It doesn't make sense for the scale of the development being proposed. It currently already has traffic issues for both bikes in the bike lanes and the cars as well as the pedestrians and kids at the elementary. There is also a gas line and power lines that make this location unsuitable for such development.
- Anywhere that is currently populated with hi-end homes, on mostly residential streets is a horrible idea. Keep hi-rises to corridors which are already "less desirable" for single family homes and do not negatively impact existing homes. There are a lot of 1 million \$ homes in shaganappi- is it fair to destroy the very things that they have treasured when they bought their homes- safety, quiet, sunlight, privacy and a sense of community ???  
**DO NOT DESTROY OUR LOVELY NEIGHBORHOOD!**
- Increasing density along Spruce Drive through to 45th street would drastically change our community. Prior to living in Wildwood, I lived in Spruce Cliff where the Community Association struggled with engagement from the condo owners and renters in the area. Building 4+ story buildings along Spruce Drive will decrease community engagement, increase traffic and traffic issues, and impact the current level of safety in the community. There is an opportunity to increase density in the core.
- I do not see 30 Street SW as a corridor. It is a very short street and goes right through the heart of Glenbrook. The street goes past parks and a school. I think that is dangerous to include that in the Corridor category. Children cross that street going to a number of Elementary schools in the area. Glenbrook seems to have more of the proposed development than any of the other neighborhoods in this Westbrook catchment area. Why is that? Curious in an area that is already quite dense.
- Would be in favour of more development along 17 Avenue, Bow Trail, 37 Street, and Richmond Road. Those streets should have more than enough commercial and multi-



family frontage space to serve the greater area. Development along corridors outside of these would not be in keeping with the character of these communities.

- Most of the Corridors (I am located in Spruce Cliff so know those ones best however) aren't big enough to allow for this level of development without literally casting a significant shadow and likely creating street parking issues if redeveloped in this way. Rezoning to allow for more rowhouses at original height restrictions would be appropriate. In particular I am concerned about Spruce Drive, 37th and 45th.
- Glenbrook. There are duplex's going up on every street (which is a good thing, I live in one) however there is risks of too much density (like Killarney) where there is no longer any street parking. Glenbrook will develop and become more dense on its own without any need for large-scale buildings.
- Development of the Spruce Drive corridor will have a negative impact on the current greenspaces and wildlife. The increase in traffic and potential commercial activity will have a negative impact on the elementary aged children who walk to school and the community center from all over Wildwood and Spruce Cliff. Wildwood has a uniquely small town, slow, and safe feel. The proposed development goes against all that Wildwood represents.
- All of 26 Avenue; Spruce Drive; 45 Street. When I think of 4+ storey buildings, I think of 26 Avenue @ 14 Street. That stretch of 26 Avenue has 3-4 storey buildings, and it gives a closed-in, tight, and dark feeling compared to less dense areas, where you can see more of the sky, and the openness gives a sense of sunlight, and openness that is taken away with taller buildings. PLEASE DON'T line up these areas with 4+ storey buildings. If you have that size, spread them out 4-5 blocks.
- High rise buildings in these areas would introduce more traffic than the roads are able to accommodate. There wouldn't be enough space for all the extra vehicular, cycle, and pedestrian activity. There needs to be a boulevard, off street parking for businesses/residents, and separated bike lanes for this style of development.
- Spruce Drive green space is what makes Wildwood and Spruce Cliff the walking neighborhoods they are. Building on that strip of green would be devastating to dogs walkers, cyclists, children. Spruce Drive already has the ugly electrical towers running along it. Would seem pretty unfair to add buildings along the other side!
- In wildwood. Will be a safety concern with more vehicular traffic coming into neighborhood. Also no room for additional parking.
- You need to stop assuming that just because a road way has transit service that occupants of any future multi-residential development will be using public transit.
- See previous answer
- North of bow trail on 37street and 45 street as well as spruce drive 4+ stores would be inappropriate in these areas.
- 45th St and Spruce Drive. Residential with several schools and daycares. Safety is already an issue, as is access in and out of Westgate (45th in particular). The Westgate Community Association has been trying for years to have Safety issues addressed, as well as to ensure sufficient infrastructure. Please don't repeat the Marda Loop mistake on 45th.
- The smaller corridors (45th Street, 33rd Street, 26th Avenue) should be communicating routes primarily for residents. The impact on parking and local traffic by moderate-large scale development would be very detrimental. The greenspace through Glendale should not be disrupted by development. This space is integral to Glendale. The residents enjoy the social connections and nature. The greenspace crosses 45th street, and development in this area would destroy this vital community connection.

- spruce drive and 37street45 st north of bow trail do not make sense as corridors. dead end routes already used weel as bike/walking pathways. power lines water service on sprucedrive make 4+ stories difficult expensive.
- Spruce Drive going West through Spruce Cliff & Wildwood (from 37th street beyond 45th street). As you proceed into Wildwood it will completely change the dynamic of the community, too much traffic for pedestrians and kids, etc. Can the schools handle the new population? Will the power lines be moved? What will happen to the value of the homes? Development in this specific corridor will be difficult to achieve when main utilities go right through it and that there will be fierce opposition
- It is not appropriate along Spruce Drive in Wildwood. It would interfere with the bike route. On the north side of Spruce Drive, it would interfere with the main gas transmission line and on the south side would interfere with the high voltage electric transmission line. Spruce Drive acts as a neighborhood boulevard, it is a heavily used walking route with no additional amenities needed. It is inappropriate to designate Spruce Drive as a corridor.
- Again, I would go with a max. 3-4 stories along corridors so people feel more connected to their communities, large trees can grow along side these size buildings and provide shade and greenery. They complement the existing bungalow and in-fills already in the communities. Businesses can also be encouraged to come into these size buildings.
- Building structures of this size in Wildwood along 45th, around the Park, along Spruce Drive is a fundamental change in the historic character of the neighbourhood. This is not sympathetic or incremental change. Duplexes, townhouses, other forms of moderately more dense housing at 2 storeys are appropriate. Not what is proposed. I am worried about planning blight where investment in my home become a poor investment as the neighbourhood is reinvented and my quiet enjoyment destroyed.
- I oppose further moderate to large scale development anywhere along Spruce Drive. Spruce Cliff has already been developed Wildwood is a quiet residential community, of which Spruce Drive is an integral part for local recreation, the school and a as community corridor to Bow Trail (at Spruce). Neighbourhood access to Bow Trail was limited when that thoroughfare was widened. Spruce Drive is already under pressure as non-residential commuters avoid Bow Trail and other rush to the park to walk dogs.
- The corridor along Spruce Drive is ill-conceived at best. It only provides in/out access to a neighbourhood and parks. Parking in parks is at full capacity. The exception is cyclists that commute or recreate along Spr Dr. This bike route is increasingly utilized integrated into bike pathways. Increasing density on Spr Dr. will lead to more parking along and cars entering exiting Spruce Dr, creating significant safety hazards for pedestrians, school children, community centre users and cyclists.
- Proposed development along the Spruce Drive corridor would sacrifice the entire character of this residential area, provide artificial separations or barriers within the neighbourhood, cast long shadows on what has long been an open area, impede privacy and solar access of adjacent properties and further worsen traffic congestion.
- 4 storey buildings will completely change the feel of inner community streets such as Spruce Drive, 45th Street, 26th Ave, and 30th Ave. These are not the places for large scale development, especially in the communities of Wildwood, Westgate, and Glendale, which are valued for their RC-1 zoning. Larger buildings will cast shadows onto homes and invade privacy in communities that are valued for this. Do not zone for larger buildings just because you forced a train line through these communities.
- Along 45st inside Rosscarrock is NOT appropriate!
- If development along the Spruce Drive corridor will require the removal of the beautiful stand of spruce trees, I can't voice enough objection to this plan. They are essential to Wildwood's green space and wildlife habitat. This treed corridor was a main draw for us

and other residents. Neighbours near the corridor will have the enjoyment of their homes, and likely their property values, negatively impacted after investing a great deal into their properties.

- The 4+ story buildings in Westbrook will be located where there are many existing homes (45 St, 33 St etc). What is the expected timing for the new construction? Will the city expropriate the land from the current legal landowners? Will the existing homes be destroyed en mass? Most of the homes along these corridors have been well maintained; many have been carefully renovated, and some are new or currently under construction.
- These corridors are already quite congested at certain times of the day and aren't wide enough to support more intensive levels of development. Sidewalks are also narrow. As an avid cyclist, I rely on these corridors for travel and I do not relish the idea of having to navigate more parked cars and traffic that will come with more development. This would discourage me from cycling these areas for safety concerns.
- This is a Zone 1 community. We bought our house with the idea that there would NOT be any high rise apartment/condo development. There is already alot of traffic due to Edworthy and people coming down Spruce Drive for use of Edworthy Hill and the dog park..Not to mention - it is a sanctuary for many animals and birds. Additionally, our house prices would drop. . I disagree with the proposed usage of land.
- This question is better word by removing the "NOT" in this question. Yes only Major Intersections and areas where existing development is present, 17th Ave and 37St , 45St, 26th Ave and 37St, Richmond Rd., 4 Lane Primary Roads. Access to 2 lane roads with cars parked on either side is a significant safety concern many Killarney roads have to be treated as single lane with no room for cars to pass traveling in opposite directions. Integration can be achieved by a phased expansion progressiv
- Unless the corridors are already zoned R2 and beyond it seems counterintuitive to re zone primarily single detached homes. Look at all the empty space near Bow and 69th street. You won't have that developed because the louder money nimby have the ear of council.
- These are residential areas. Families have bought here because it is NOT high density. There are many schools in this area which means many children walking or biking to school. An increase in traffic makes this far more dangerous for those kids. 26th Ave is already cramped for driving and parking. It is not a wise idea to make that worse with high density housing. Keep high density by transit centers and away from schools. Keep the kids safe.
- Within, or upon ANY R1 Zoned area. This doesn't mean you politically maneuver around this problem by refining a certain portion of area. People bought into R1 area primarily for the R1 Zoning and the fact that their X sq' of land will remain a single family zoned and controlled area, not one that gets a workaround to satisfy developers
- Along Spruce Drive & 45th St SW. Green spaces environmentally needed. Traffic too intense and fast already around park and school zones. Increased density will add greatly to problem. Wildwood residents adamant against destruction of green spaces, increased traffic/cars, rental properties with transient population with no investment in strong community. Poorly built multi units leads to decrease in property values & higher taxes to pay for new infrastructure. We ALL want R1 zoning kept.
- This is probably a shock to people as disconnected from real people as urban planners are, but people strongly prefer to live in single family neighborhoods. If approved, this

area will turn into just another high crime slum and we'll leave for "the safety of the suburbs", meaning you're exacerbating the problem you're trying to fix.

- Spruce drive is not place to put these types of buildings. WE bought here because that was the community we did not want to live in let alone have it in the back yard. With density, comes crime. Given the city's track record on dealing with that I suspect the community to be severely negatively effected. This plan directly effects the property that we own, we totally and completely against this. This is absolutely insane.
- Along the 26 avenue corridor. No Moderate to large scale development, as would 'tower' over adjacent properties and negatively impact their value and the residents enjoyment. Would be a change in character of the neighborhood that would negatively impact established and recently build residences. Designating 26 ave as a corridor should be re-considered - much of the traffic on 26 ave is now commuters shortcutting - they and the community would be better guide them to the larger 33 or 17 ave.
- The most appropriate development should occur on the east-west corridors. The north-south corridors should be left to smaller scale development. This would maintain a reasonable traffic flow during rush hour which is already cumbersome.
- I don't understand the need for more density in the Westbrook area. Richmond Green is seeing a new high density building take place, Viscount Bennet is getting redeveloped into high density condos. Bow and 37th are seeing condos. I am puzzled why this is looking at these residential areas over brown sites the city owns in Sunalta or even around the Crownchild 10th ave interchange sites. The city does what it wants and this is just a liability offset. Look what happened in Richmond. Round Square.
- Spruce Drive SW - traffic through Wildwood and especially Spruce Drive is already a major problem - speed and volume. Additional density will make that worse. Not sure where along this corridor there is enough space for redevelopment with high tension power lines on the south (will those be re-routed?) and water/gas main right-of-way on the north.
- Same as above
- I feel that It is not appropriate for large scale development along most proposed corridors with the exception of 26 Ave, 17 Ave and Richmond road as they are high traffic roads and also connected to transit corridors. I would also suggest limiting the height to 5-6 stories. Significant infrastructure investment would be required. Living in an old neighborhood is unique. Save high density for downtown or suburbs where it makes sense and is planned for up front.
- These areas are already congested enough with traffic problems, especially during rush hours. Just where are all these occupants supposed to park? And, as stated in my answer above, it's so inappropriate to have multiple storey buildings blocking sunlight and violating the privacy of people's back yards.
- Any development along the Corridor of Spruce Drive and 33 Street is NOT appropriate. The grassy area is used by runners, walkers, dog walkers, children playing, and by cross-country skiers. Construction of anything in this area is not appropriate; these roads travel through the centre of two districts containing schools, playgrounds zones, and many children. As well as cars, the road is used by cyclists commuting, and children biking. An increase in traffic would be extremely dangerous.
- Wildwood community. With the entrance of Edworthy park there is already too much traffic making unsafe for pedestrians.
- Along Spruce Drive on both the north & south sides is an impractical location. Are you developing the green space land or annexing homes?!? How many homes? Where is the land coming from for 4 storied development?! Who are the proposed dwellers? The proposed developers? Who will benefit the most from this proposed development?

Please provide more clarity and depth to your proposals. You've given us only enough to worry residents about losing their homes.

- Spruce Drive is not close to public transportation and is frequently busy with pedestrian traffic along the wide green spaces on either side. This is not an area that would benefit from 4+ storey development. There are only three exits out of this neighborhood. Vastly increasing the number of people in the neighborhood would create issues with congestion and parking. Assuming the majority of new residents would not have cars is not reasonable.
- The strip of Richmond Rd between 29 St SW and 37 St SW is already too congested and adding 4 storeys plus commercial would be a terrible idea. We also don't need Main streets bisecting our communities, so NO to 33 St SW and 26 St SW.
- Along Spruce drive from 37th street to its' west end & along 45th Street between Spruce Drive and Bow Trail. The proposed development is completely contradictory to the current zoning within Wildwood, would destroy the historic connection of Spruce Drive (it's literally named Spruce Drive with 60+ year old spruce trees), & would devour important greenspace that is well-used along the wider right of way. Why was the city not transparent when the gas lines were lowered on this ROW 5 years ago?
- Spruce Drive has been designated as a Corridor, which is a mischaracterization. Wildwood/Spruce Cliff is a quiet residential neighbourhood bounded on 3 sides by green space. Most of us bought houses in Wildwood because of its quiet and convenient location and because it was zoned R1 (back when that meant anything)--and we paid a very significant premium to buy here. If I didn't mind living in a higher density neighbourhood, I would have bought a house in one for a lot less money.
- Spruce Drive has high tension power lines on South side, buried gas line on the North. High density residential along this corridor behind/beyond these corridors would intrude far enough along quiet, treed streets to conflict with the established nature of this community, and threaten the urban canopy that anchors it. The main issue in this community is lack of walkability (scored 128th in Calgary -- <https://www.walkscore.com/CA-AB/Calgary/Wildwood>) -- Increased density is not the solution.
- Wildwood can't handle anymore vehicle traffic. Despite what your booklet 'map' suggests, there is only 3 ways to exit the community with a right & left turn intersection. After that, there is only 2 other places to exit but are forced to turn right. Two of the exits are proposed corridors. I know the City is encouraging bikes & walking but cars will not disappear overnight. Wildwood was built for single car families; now two is the norm. We are already busting at the seams. Then there's Edworthy
- The corridors from 37 st to crow child and 17 Ave to Richmond road have seen a substantial increase in congestion with the transition from single family to R2 and a further increase to density would make driving, walking or biking an even less pleasant experience. Unless the corridors are going to be altered to accommodate this higher density the impact will fail to meet the stated objectives of this planning process.
- Trying to social engineer car-free, high density may be fine in theory (and may even work elsewhere) but not here as people still want to own vehicles. Do not exacerbate the problem and detract from the largely responsible development currently taking place in this area by permitting large-scale development in the middle of what is still a predominantly single, side-by-side, and some restricted row housing neighbourhood. You will only drive responsible development out of the area.
- irresponsible development of Marda Loop is an example: a once sweet/sunny area now feels overly dense, shady (2-4 story buildings block light), traffic/parking issues are constant, building design is monolithic in style (grey cubes), & existing vacant store/retail fronts remain empty. Changing zoning prevents the safeguarding of existing diversity at

the expense of greed. There is no way the city can assure big chains won't populate these areas--that's not diversification/fostering of community.

- I disagree that the main corridors should be prioritized for larger building development. Larger 4 story buildings close in the streets and block light and increase traffic. Look at 33 Ave through Mardan loop. It is completely jammed with traffic and is dark and cold and uninviting due to the massive buildings lining the entire main Street. We do not want the same thing here. Larger buildings should be limited to the areas around transit.
- Tall buildings will reduce safety. Will also reduce sunshine. Just look at Currie barracks which doesn't have tall buildings yet but has narrow streets and big houses. There is no sunshine on the street or in the backyards.
- Again, out of proportion for the community, does not fit nor integrates.
- Streets such as 30 Ave SW. I would support development along busier streets such as 26 Ave SW as long as the streets are redesigned for better pedestrian and cycling experience.
- I do not agree with putting 4+ Story buildings along 26th st. The road is so narrow that it is already very difficult to drive down that road. With people parking on both-sides of the road you have to hope there is an empty spot to pull into to let oncoming vehicle go by. Also visibility to cross the road on 26th or any road in that area is getting difficult to see past cars to check for traffic.
- Home owners have spent the last 2 years during the pandemic renovation and fixing up their houses, increasing property value. I hope the city has a lot of money to buy the land. Developers will destroy this concept. I've seen other Calgary communities that have implemented a similar plan. The developers created no tenant parking. That in combination with Council getting rid of Street parking n for higher density living will create a nightmare for a transit system that can't take it (ie Calgary)
- Corridors are also a great opportunity to increase density without increasing cars. Major infrastructure
- Having so many new places in the communities in and around the corridors will cause more issues with safety more parked cars packed into already overcrowded street parking won't be helpful. If these buildings will have parking for the units and visitor parking it will be fine, but if not there shouldn't be anything bigger than duplexes or single houses
- There should be NO moderate to large scale development along Spruce Drive, 45 St and 37 St north of Bow Trail unless it is immediately on Bow Trail. Spruce Drive is a utility corridor with a high voltage power line, major natural gas pipeline and utilities that service other parts of Calgary. It is well-used park space. This would increase danger to children attending the school and community facilities. This idea is moronic and the stupidist idea proposed by the City for this LAP.
- 26th street south of 21st avenue is a residential mostly single dwelling type area. Large scale 6 unit + buildings do not fit this neighborhood at all.
- 26 Street SW - Already a highly dense, and connecting road between 26 Ave and 17 Ave.
- 45 street north of Bow Trail should not have large scale development, and should not be consider a corridor; our kids play in this area. We don't want to see more traffic. Spruce Drive has a problem with speeding traffic, how will this be addressed by increasing the population?
- NOT appropriate along Spruce Drive (what are you even thinking - this is a walking community and this green space along this "corridor" is key to this community!! This green space should have added benches for the elderly and for visiting!!! Absolutely NO to using this corridor!!! You want to cut down trees, eliminate green space, along one of the hearts of this community!!?? Have you truly thought this through?

- The north and south sides of Spruce Drive are inappropriate for development. A major transmission line supplying electricity to downtown runs along the south side. The north side is greenspace that is now community open space greatly enhancing quality of life. Also, this strip of land is likely too narrow to accommodate four story buildings. Increased density along Spruce will increase vehicular traffic in turn reducing cyclist and pedestrian safety.
- Make sure parking is made available for new developments other than strictly street parking. Many corridors identified already have issues with street parking availability for residents, so making sure new higher density buildings have adequate and affordable parking for residents is important so corridors don't get too clogged and difficult to pass through.
- Spruce dr IS NOT SUITABLE! As per above, due to lack of space to build on, lack of parking, school zone and already busy with traffic. Wildwood is zoned as R1 and we have bought here because of that. NOT for increased density and row housing!! I have asked 17 home owners in Wildwood and NOT ONE person wants commercial, row housing,
- Along Spruce Drive would be a terrible place for higher density.
- Not all streets should be Main Streets. NO to 4+ storey buildings on Richmond Rd between 37 St and 29 St SW-- too congested and bottle necked already. NO to this treatment for 26 St and 33 St SW either.
- I do not support extensive development along the corridors within and around the community of Westgate. This includes 45th SW street and Bow Trail across from Edworthy Park. Development along these corridors will increase traffic, creating a risk to pedestrians, cause parking issues, which have already increased around homes with RC2 designations, decrease privacy and and increase noise and light pollution for adjacent neighbours. Restrict development to spaces adjacent to the intersections.
- Large scale development should definitely not occur on the streets surrounding elementary schools for pedestrian safety reasons (Killarney School, Holy Name School, etc). In general, in Killarney, an excessive amount of potential corridors have been identified. The neighbourhood under this design will lose any sense of continuity, and several corridors such as 33 St SW are already too narrow, with parking on both sides, for 2-way traffic
- "No development to 45 st sw (except near LRT), 30 ave. sw, 26 ave. sw. etc.
- The goal should be to build 4+ storey buildings to decrease driving. Lots of the corridor area isn't near a bus station, LRT or grocery stores. The new residents would be driving everywhere and that does NOT integrate well into the community. Also, lots of those 'corridors' have parks and schools on them! Bow Trail, 17 ave. 37 st. are corridors. You want build up on streets with kids crossing!"
- n/a
- I guess it makes sense to allow 4+ story buildings near LRT stations and areas with a lot of stores nearby but your 'corridors' are not consistent with trying to encourage people to walk/take transit. You are violating your so called green intentions. The neighbourhoods will become densely populated with drivers - so much for the environment.
- There is no place on Spruce Drive for a development. The corridor is already very busy with cars cutting through Wildwood to go downtown and back and exceeding the speed limit. There is also electrical towers. This is also a corridor for the many dog walkers
- STOP DEVELOPMENT IN OUT INNER CITY.
- Lots of old apartment buildings can be refurbished/ rebuilt without affecting existing community homes near parks. Building up along corridors will encourage urban living without pushing out family homes around thriving parks.

- I chose to live in Westgate because it is an older community with no in-fills or 4-storey type dwelling. It is not wanted in our community!
- "Why the need for 'street vibrancy, local destinations, cafes' when the neighbourhood is already has stores, pubs, and other amenities."
- I don't want it to be like Inglewood. It's soulless and offers nothing but antique shops, galleries and boutiques attracts a more affluent clientele and excludes the average person. Your redevelopment plan is supposed to include everyone not just the people who can afford to buy a brand new condo and go to coffee shops and galleries."
- Many non-residents use Spruce Dr to access Edworthy Park and we already have ongoing issues with drivers speeding through our community where many young children live. Parking will also be an issue because of the utility right of way on the north side on Spruce Dr preventing underground parking. We need less traffic around our K-6 school not increased traffic.
- Most of these streets are single family homes or duplexes. Please don't force high rises here
- Wildwood???? Why do you want to destroy our neighborhood? City just finished ripping everything up so we could get gas? To downtown!!!
- Some of these corridors are already congested with weak alternative options. Adding more density with no additional traffic management seems like a step backwards.
- Again this ruins the appeal of our communities, there are still many single family homes that are an integral part of the neighbourhoods. Traffic and noise and the eyesores this creates for our communities.
- 17th Ave I can understand, but the streets around the schools like Alexander Ferguson provides too much traffic to the schools and children.
- Many of these corridors are residential based. Richmond Road already has a larger condo project coming on but places like Spruce Drive hold infrastructure on the boulevard and it's a natural sound barrier with the trees. Places like 26th Ave have potential as there is already medium density there.
- no development needed
- One day you are wasting time on finding a 'bird' to represent the city while proposing to remove all the trees along Spruce Dr. in order to reduce bird habitats and eliminate green space. Spruce Dr. is one of the few corridors that is possible to walk along safely, at a good distance from traffic. What we have is beautiful and well used by residents your plan is to ruin it for everyone by creating more structures. Please work on making Calgary better not fixing what does not need repair.
- The areas in Wildwood along Spruce, 45th Street and 37th Street. This community is based around single family housing and that's why people live here. There is lots of communities like you are describing to continue this sort of development. There is no logical reason to move into other communities like Wildwood changing the dynamic that everyone moved here for. If more dense living is needed continue in areas that have already been targeted and leave neighbourhoods like this alone.
- Based on my observations 26th St SW appears to be less busy than the other designated corridors and commercial development only near 17th Ave. 45th St between 17th Ave and 29th Ave is single family residential. Large scale development is not appropriate in these areas.
- "1. All along Spruce Drive. Mature trees on North side and high voltage power lines overhead on the South side make it unacceptable for development.
- 2. Most existing residents want Wildwood to remain single family residential properties."
- As a long time resident of Wildwood, I oppose any development in this area. The community is already populated enough and further development will create an increase in traffic. As well, it will have a negative effect on the value of my home. It will also erode



the existing greenspace and parks which are extremely important to an inner city community and which I enjoy daily. In addition, wildlife in the area will be threatened. I do not think that the density of this area should be increased.

- Over three stories is an infringement on other residents.
- Densifying residential areas - especially in as price drive will not improve the area. There is no retail on Spruce drive. Schools and streets that cannot manage the increased traffic. I highly disagree with any development on Spruce drive or 45th avenue.
- I do not like 4+ storey or larger development around greenspaces across the map.
- Large scale development is not appropriate in Wildwood along Spruce Dr and 45th St. Traffic issues need to be handled. Roads leading into and out of Wildwood are already congested. Spruce drive is used daily by community members for walking. tall buildings will cast shadows, making the green spaces undesirable.
- "Green corridor along Spruce Drive is not appropriate for moderate development. Historic green space is used daily by the community for walking and running. Trees in the green space provide welcome greenery. 4 storey buildings would reduce the vibrancy of this historic stretch of greenspace.
- Additionally, 45th St north of Bow Trail is not appropriate for moderate development, as this area is already a high traffic area with the school nearby. Roads cannot handle additional traffic."
- No large buildings surrounding the Killarney park as big buildings kill neighborhood property values, block sun, bring noise, transients, and a lack of street parking. Changes of this nature can be halted with citizen input.
- Turning quiet streets into busy corridors in the community of Glenbrook should not be permitted- for example 30th Avenue is listed on the map as a potential corridor yet it is currently a quiet street??!! Keep corridors to existing streets that are used as pass-throughs - such as 26th AVE and 45th Street- these are already seen as main thoroughfares already .
- Those that have poor or inadequate public transportation
- These are residential collector streets in areas where people bought homes not realizing that the city would constantly challenge its own zoning guidelines. Glendale is very adequately supplied with commercial areas and streets. Proposed increased traffic along these streets threaten the livability of residential areas.
- Developing 4 storey buildings on Spruce Dr. in Wildwood is not appropriate
- Keep the Wildwood green space for the BIRDS!!! Spruce Dr is far too beautiful to fill with 4 story buildings and tearing down more trees. Keep Wildwood green!
- Spruce Drive. Because the current land use makes sense
- Wildwood is not an appropriate location for this kind of development. Spruce Drive is a green space and utility corridor, not a traffic corridor. Parking is already a concern in the neighborhood. Developing in the locations indicated would destroy the livability and walkability of the neighborhood. Development along Bow Trail and the elimination of the church parking lot at 45th Street have already put pressure on traffic and parking issues in the neighborhood. Quality of life matters.
- I have serious concerns about development along 45th street. It is a residential road and already congested due to current development and the elementary school. Wildwood is an attractive area as it is one of the few R1 neighbourhoods left in the inner city. I do not understand the need for developing 45th st, especially as there is ample space for this type of building near the Westbrook Ctrain and along Bow Trail. Let's see how those developments sell before destroying Wildwood.
- I'm unclear why the utility corridor along Spruce Drive is included. Are the houses to the North to be affected or is the corridor to be affected? I need clarification. Also, I oppose

either plan, so there's that. I also strongly encourage you to consider all the homes that border Bow Trail be part of the plan. These are all less desirable locations to live and are close to transit/pedestrian/walking areas.

- Spruce Drive, 33rd Street and 37th Street and all other area's of wildwood/spruce cliff.
- These areas have residential housing and 4 story building would not be pleasing to the eye in all the areas proposed.
- Is zoning Wildwood to R2 an option? Increasing density of already developed land makes more sense than destroying green spaces. Spruce Drive is used by residents for walking dogs , playing, and bird watching. To take out this shared space would be a loss for the city. Don't look for well loved open spaces to develop. Increase density where development already exists.
- This type of development should not be built along 45th St and Spruce Dr because of proximity to the elementary school, which could pose safety issues to the students as well as reduce green space which is important to young children and their families. Also because this area is rated R1 which was a key factor for many homeowners who decided to invest here.
- 45th avenue North of bow trail and all of spruce drive. This area is all R1.
- 26th Ave is a well used bike route and safety issues would increase with traffic. I attended one of your sessions and it was said amenities reduce traffic as people don't have to drive. That's a very misleading statement. People living in large scale developments will still have cars, and not everything will be in the neighborhood and they will still drive. It is misleading to define large scale as 4+ storey buildings a 5 storey building is much different than a 12 storey building!
- Any development along the corridors will have a negative impact on the mature communities and the residents. Taking away green spaces, trees and parks that are part of the community that the city encourages its residents to use and be proud of. We need to keep the public outdoor areas from getting reduced and disappearing
- Spruce Dr traverses through the heart of Wildwood. These changes will affect every resident. It already handles large traffic volumes and the plan will certainly increase the traffic further. Has the city considered the K-6 children in the neighborhood that cross the dr daily to attend school? What about homes that will lose their sunlight hours? What about the property values of the homes near the new development? What about parking on our streets? What about the loss of the green space?
- I definitely feel that developing along 30th avenue would not be appropriate. I also feel that buildings greater than 4 stories is not appropriate along 45 Street. These streets are already busy enough without adding more cars and traffic to these calm, quiet, residential streets.
- Spruce Drive. There's a number of schools and playgrounds right off the road. With added density comes added traffic and the chance of vehicle/pedestrian collisions. What makes Wildwood appealing is the RC1 spacing and I wouldn't wanna see that changed.
- We need tapering from highest densities at transit hubs and not the potential for 8+ stories in the middle of any block along a corridor. 26thave is different from 17thave (dead ends at Sarcee, far from the train, schools bordering it, bike lane) and shouldn't have the same high density that would be more appropriate for 17th avenue. 4+ stories along 45th st is not appropriate - it would cut Glendale in half and create safety issues for pedestrians using the parks and kids going to school.
- A corridor along Spruce Drive is completely inappropriate. Your brochure talks about all of the benefits of a walkable neighbourhood but we've seen zero benefits. The only shops/ services that I can walk to are two medical centres (not helpful) and three cannabis stores within two blocks (ridiculous) - these stores/services only encourage

more car culture. So until the city takes a more thoughtful approach to where it grants business licenses, I will completely reject this change.

- Stop trying to make all of these into Main Streets. No to this type of development on Richmond Rd between 37 St SW and 29 St SW-- way too congested already. No to this development on 33 St SW and on 26 St SW. These should remain low density. Stick with Main Streets on 17 Ave, 26 Ave and 37 St SW.
- Along 45 street north of bow trail and along spruce drive. 4+ story buildings will simply not integrate in to that area, as there are single family homes already there and the community thrives in the green space along that area. Removing green space to replace with large development will remove the quality of the community.
- Near the school. I bought a house here so I would feel safe with my kid walking to school. More people crammed into the area just increases danger.
- Building along Spruce Drive would not integrate well within Wildwood . It would really disconnect the North and South sections of the neighborhood. The increased car traffic would make reaching the Douglas trail or crossing to school more dangerous. I worry the canopy and bike lanes would be removed to make space for buildings which goes against the plans to promote cycling and green spaces. I like the idea of closer amenities but we should focus on redeveloping of existing commercial areas
- Spruce Drive is an unacceptable area for medium/large scale developments. It is a thoroughfare for walkers, bikers, families, as well as a green space with mature trees, enhancing our urban tree canopy. The community utilizes this space heavily, contributing to a high quality of life, physical activity and mental wellness. The area along 45 Street is also unacceptable. This area already sees substantial pedestrian traffic due to school, this would contribute further to traffic and safety issues.
- Along Spruce Drive is NOT a corridor that would be appropriate for the large scale development that is proposed. The loss of the existing green space would be devastating to the community! The number of people who walk the route along the Spruce Drive green space is astounding, without that trail, there would be long reaching effect on health, well being, community spirit & engagement The scale of the proposals would result in a significant loss of trees to the area, which is NOT appropriate!!
- The corridors in Wildwood are green corridors and greatly valued within the community for the green that they bring to the community. If the city wants to develop these further they should look at additional trees and increase path infrastructure and not buildings. Wildwood neighbour is largely single level homes and large scale buildings would not integrate well into the existing community.
- "Moderate to large-scale development is not appropriate in any of the proposed areas along the Corridors. The Main Streets program already provides sufficient potential development sites for 4 to 6 story buildings.
- What you are proposing would allow buildings larger than 4 stories to be located in streets that have primarily single-family homes, semi-detached homes, and townhouses. The roads cannot handle the increased traffic."
- "37th and 45th street. Too narrow to support this type of development.
- Too much impact on community and neighboring properties.
- Too tall. Shadow casting on neighboring properties.
- Spruce Drive. Completely inappropriate to install this type of development in this type of setting for the reasons listed above and who would carry the cost to change the existing infrastructure (power/water mains/high pressure gas)?"
- the Spruce Dr area is not conducive to development of buildings, especially ones 4+ storeys, these would negatively impact the houses currently adjacent to Spruce Dr in the way that the buildings would block sunlight to them, cause parking problems and allow

residents of the buildings to look into the yards of the properties, it would take trees out of the area and cause the value of properties to significantly decrease

- Spruce Drive/45th Street are not "corridors" they are green spaces which are used by all community members in Wildwood. They are where our school age children go to school, bike ride and meet friends. They are where neighbours meet to walk dogs and have visits. We are a close knit community and Spruce Drive in particular is an integral part of our neighbourhood - it is not a main corridor but rather Wildwood's main street for walking, jogging and biking.
- This is largely a R1 designated area for a reason, increased density goes against the whole spirit of Wildwood.
- Who wants three plus story buildings next to their little bungalow towering over their back yard
- Developing the corridors in this community would be a deathblow to it. Those spaces are what make it such a great community to live in. We use those for family activities, evening walks and dog walks. This would have a significant impact on my desire to remain in the Wildwood community.
- I don't believe 4 stories be built along Spruce Drive SW. There are many areas around the the transit stations that would be more appropriate.
- The corridors between Crowchild along 26 Ave and between 26 street and Bow Trail are not suitable for 4+ story structures. These are quite residential neighborhoods where people come home to relax from a busy day downtown. This will breakup these neighborhoods. Parking is already a nightmare. This will create further densification beyond what is suitable and will completely devalue property in Killarney. No middle to upper income person/family will want to live in Killarney.
- Spruce Drive is not a "corridor". It is a place where families walk to school and walk their dogs. The city already does a poor job controlling traffic and pedestrian safety in this area and especially around Wildwood Elementary. People moved to Wildwood to get away from the typical urban craziness and invested in this R1 community. The city needs to stop the constant need to pile more people on top of more people.
- next to normal size houses, above 4 stories is predatory to the adjacent homeowners and degrades their value a lot despite them buying into the area assuming the city regs would be constant.
- The area along Spruce Drive along the North side of Bow Trail up to where Spruce Drive turns West. My reason being that there is already some significant population density on the corner of Bow Trail and Spruce Dr. and also on Hemlock Crescent and Cedar Crescent.
- I value the plan as a whole but do not understand 37st north of bow trail marked as corridor, nor spruce cliff drive. These locations are generally far from business or transit hubs. 37st north of bow trail is also accommodating significant car traffic levels beyond -- what seems--it's intended design. Additional density would exacerbate this issue for those living on 37st N of Bow and spruce cliff dr.
- Spruce Drive Corridor
- This proposed development will destroy one of the aspects that makes Wildwood so beautiful & peaceful. This will also increase traffic & residents in their R1 homes would lose parking in front of their homes to these multi residents vehicles. There would be an increase in noise, garbage, trash & crime. Spruce drive is serene with its lined majestic trees. This proposal would change the landscape into another ugly Bow Trail.
- Anything in the Wildwood community should not have high density or commercial, this is an area where people move to to have a quiet neighborhood that is safe. Adding high density housing and/or commercial space will increase vehicle traffic and reduce safety of people, pets and children. Especially since there is an elementary school in the

middle of the neighborhood. Spruce drive and 45th street are already busy enough with traffic already being high.

- I've lived here 15 years and Calgary still hasn't figured out high way or road optimization. Our core is vacant and yet 17th Ave East, McLeod and Deerfoot are regularly in grid lock. How can the city ensure the same isn't repeated here?
- I feel that to add a high rise on spruce and 45th will take away the charm and beauty of the neighborhood
- Same answer as above.
- If the area is currently park space, it should be left as park space and not developed. If it is existing housing/commercial, there should be a limit of 4 storeys on the developments being built. Nothing over 4 storeys in these areas as they can be directly adjacent to 1 storey properties.
- This development is not appropriate for the spruce drive corridor. This is a street with a school, access to parks, and a bike lane. Building there will destroy the integrity of the neighborhood. I do not support this at all!!
- 26 Street and 33 Street SW are both narrow roadways. With parking on both sides it is difficult for two way traffic to pass each other. Allowing for apartment buildings or similar will compound this. These areas should be at most infill rowhousing and 4-plexes up to 3 storeys (R-CG and M-CG).
- No apartment building in Glendale along 45th, 26th, etc. Leave those to 17th ave and Richmond road.
- The spruce drive corridor is a key feature of the community of wildwood and is used by people walking their dogs and children walking to school. It feels safe because there is extra space for pedestrians and it features our communities beautiful spruce trees. Many people in the community have chosen wildwood as their home due to its large trees, R1 zoning, walk ability and cycle ability to the downtown core. It would be devastating to see this corridor being used for fourplexes.
- I am very against development along spruce drive. It is already a very busy road in active community and one of the only roads to get to Edworthy park. We already have a walking spaces and our spruce trees and green mature trees would be removed. You add these types of developments there is increased traffic (already a problem with speeders), no parking. I feel less strongly about 37th and 45th other than they are already incredibly busy roads with unsafe pedestrian crossings near the school.
- TERRIBLE expensive/intrusive/unpopular/ridiculous/community-shattering idea to erect 4 story structures along Spruce Drive Spruce TREES!! Is used by 100's of pedestrians daily, provides much-needed greenspace/park/trees for mental health/wildlife/sight-lines on intersections. There are high tension towers and gas lines along here. This is one of the main wonderful features Wildwood has. MANY homes/lives affected there & along 45 St by a SCHOOL. TERRIBLE IDEA!!!
- There is a high pressure gas line buried on the north side of Spruce Drive. You shouldn't be building on that for starters. Are you going to bury the high transmission wires on the south side of Spruce Drive? Nobody wants to open up their window to look at those. Have you been to Spruce Drive??? That is an informal park space used by families and seniors ALL THE TIME. Why must the City destroy green space and then give us artificial parks??
- See above
- Leave Wildwood as a natural open area. If you place apartments/condos then we will begin feeling like Killarney: a parking lot on streets with narrow streets. Leave Spruce Drive out as development from 37 street to Woodcliff Church.
- Will not support 4+ storey development in the Westbrook community and will actively oppose any development. The main reason I decided to purchase in the community was

RC1/RC2 zoning. I do not see myself continuing to live in this community if future 4+ story development takes place. RC1/RC2 zones have helped with population density. More opposition than support for 4+ story development.

- The green space along the north side of Spruce Drive should not be considered a Corridor, as it is used informally as park space by the residents.
- 45th street. There is always tons of school traffic along here, parents dropping picking. There are 3 schools. It's already a challenge to make a left off 45th onto 10th during school times. adding condos, businesses would exacerbate. 4-way stop at 8th ave and 45th always backed up. It just feels counterintuitive in general to ADD to these already busy corridors. Especially around schools. let's keep kids safe!!
- In wildwood along Spruce drive, the souther corridor is below a major power line and the northern corridor is over a gas pipe line that has become a community dog walking and jogging path.
- Spruce Drive is a beautiful corridor to walk along. The trees on the north side of Spruce Drive are majestic. I cannot imagine replacing that serene setting with any development, let alone four-storey development. It would be horrible for those of us that love Wildwood for its important inner city green space. The birds need green space and trees too.
- The proposed developments along Spruce Dr SW as well as 45th Street SW are entirely unnecessary. There is already a substantial amount of 4+ story residential buildings in the area, with even more coming up. The draw to these areas are the green spaces and walking paths and these developments would entirely change the accessibility for those who use these spaces: Not to mention completely change the neighbourhoods themselves. These developments bring in an influx of people making streets busier.
- "Spruce Drive is used as a green space where children cycle along that road or people are walking, walking dogs a lot. It is used as a park style area. There are also huge power lines.
- In addition there is an elementary school along 45th. This area is so congested it's inappropriate for further development. As a cyclist there I have almost been hit many times as there so much traffic."
- Spruce Cliff drive should not be a corridor. It doesn't lead anywhere specific and is more of an in/out road. The additional traffic will make it extremely busy during the daytime when children etc are out. This also takes away green space along the road versus adding more. Currently there is lots of walking space but turning it into a corridor would remove this, which is opposite of what is needed. This area is also not a hub therefore densification would not be appropriate.
- The corridors I. Wildwood are highly used areas already for walking - people with pets and children going to school - and play. Developing these existing green spaces would completely ruin/ detract from the fabric of the existing space/ community. Additionally adding condos would create more traffic where children walk and play.
- The corridor around Spruce drive and 45th street would not be good options for 4+ storey building due to the school being close and the additional traffic that would be created.
- Overwhelming park spaces is not good with high density development - they are just not big enough nor plentiful enough to sustain the increased use.
- The proposed Corridor along Spruce Drive is completely unacceptable. In addition to the bike lanes along Spruce Drive, the green space on either side of the road is key path for pedestrian and community use and receives substantial traffic. Adding moderate to large scale development here would substantially detract from the fabric of the existing community that utilizes this space. Further this additional density would create more traffic where children walk to school.

- All areas where existing residential homes already exist. There is already enough trouble with parking and density, we don't need more apartment buildings. The value of apartment buildings has plummeted as well so they are not a good investment.
  - "Spruce Drive in Wildwood is not appropriate for building development. This historic neighbourhood is used heavily by citizens accessing Edworthy park and the river valley. There is lots of vehicle, bike, and foot traffic. Rather than build more residences, could we consider creating a multi-use bike/walking path along Spruce Drive?
- 
- As well, Spruce Drive has high voltage power and gas lines. The cost of redevelopment in this area needs to consider the financial costs related to building."
  - All along spruce drive in Spruce cliff and wildwood. Very nice neighborhood and no need for more apartment buildings. Could be devastating to the community.
  - The proposed Corridor along Spruce Drive is completely unacceptable. In addition to the bike lanes along Spruce Drive, the green space on either side of the road is key path for pedestrian and community use and receives substantial traffic. Adding moderate to large scale development here would substantially detract from the fabric of the existing community that utilizes this space. Further this additional density would create more traffic where children walk to school.
  - The corridor areas around 26th Ave, and 30th Ave are already busy and parking is constantly an issue. Building multi-level structures in these areas will only make parking and accessibility issues worse.
  - Spruce drive should not be developed any further. The neighborhood is quiet and that is what has attracted so many people to Wildwood and Spruce Cliff. Further development will erode property value, increase crime (deal with enough already), increase traffic, reduce the community appeal and reduce green space. Additional density is not necessary.
  - 45th Street and Spruce drive. This will ruin our community. Deplete our green spaces, increase traffic, crime and greatly reduce property value. This will also increase population to the one elementary school (Wildwood) in the zone which has already taken on extra students due to the closure of Rosscarrock school.
  - Increased housing brings increased traffic. Many families chose this area so their children could walk or bike safely to school. It makes sense to build multi story buildings along 17th because of transit access, but along side streets like 26th Ave where to roads are not wide enough to manage traffic already it makes little sense to increase traffic. The same goes for 30th Ave. Many people use 30th Ave to walk to the 2 schools or walk to the dog park. Increased traffic makes that unsafe.
  - The corridors on 33rd, 29th, and 26th are completely inappropriate. The streets are lined with single family and duplex homes. Has anyone at the City taken the time to walk these corridors (26th in particular). 4+ storey's is absolutely ridiculous. It would not only have impacts on the corridor streets but also neighbouring streets. Parking, increased noise, and crime are all legitimate concerns as seen in Marda Loop core. Are young families now expected to sprawl out to the city limits?
  - Spruce Drive is no place for 4 storey next to a 900 sqft bungalow! Are we going to cut down all the trees on Spruce Drive and rename it "commercial strip"? There is no way to put driveways all along the bike lane and the walk to Wildwood School will be unsafe. The power lines and pipeline right of way will not move so practically this won't work. Stop trying to commercialize a residential R1 neighbourhood it's not to scale for the area. Nobody wants 4 storey shadows and windows looking in yards

- It would increase traffic and reduce green spaces. It would also make it less walkable. Specifically, on Spruce Drive SW, there are large trees and a lot of space that the community is currently enjoying and make use of. Removing this space will increase congestion and car traffic.
- Please don't take over the residential areas where we have all invested our largest savings in infills or single family homes. I know they're older duplex is that you will plan to take over and build four stories with. The parking is already bad. I'm all for building densification around transit stations like Westbrook are on 17th Ave. or 37th St.
- Spruce drive in wildwood. The boulevard is a community walking/running space. People move and gather on these strips of grass with dogs/kids—it's a community gem!
- The 45th Street corridor is single story homes. 4+ building would be much to high.
- Wildwood, Spruce Drive is not a corridor. Spruce Drive has always been a beautiful, protected green space in Wildwood. My family has lived here since the early 70's. Removing this green space to create 4 story multi-unit buildings in an \*R1\* neighborhood is completely wrong for so many obvious reasons: congestion, creating massive parking issues (the streets are completely lined with residents' cars already), garbage bin proliferation, and crime. I adamantly oppose this proposal.
- The area and has no need for 4+ storey housing. Expand the down town residential space.
- The majority of the Corridors are not appropriate areas for large scale development as they lie within already developed and lovingly maintained neighborhoods, especially the ones along Spruce Dr, 45th St SW & 37th St SW in Wildwood. The best way to ensure smart development is to protect the existing character of these neighborhoods by focusing development around the Transit Stations and more commercialized areas.
- you can not change residential to high density housing....no one wants to live by apartment building...you are destroying neighborhoods and residential areas with this nonsense
- Not appropriate along Spruce Drive SW, particularly on section leading to Edworthy park. This is largely a school and community center area and also a stretch that is an activity zone for biking/bike commuters, dog walkers, runners, etc. Developing this area as described would affect the heart of Wildwood negatively. Would recommend focus on Bow trail and other identified areas ie. Killarney.
- Tall buildings in a family community attracts the wrong type of people - not families with little kids and the elderly. This leads to crime, deterioration of property values, blocks sun, increases transients, and no street parking for residents. It is wrong for the Killarney area.
- I'm a resident of Wildwood/ Spruce Cliff. While I appreciate the idea of density, it would dramatically change the green space and community areas in my neighborhood. I think allocating land development next to the golf course on Bow Trail would serve this purpose better, and not impact the community in a Negative way.
- I oppose development along Spruce Drive. There is an elementary school and community centre on that corridor and increased traffic will put children at risk when they are crossing the street to attend school or when they are going to the community facilities for recreation. It will also disturb the community with excess traffic and noise and take away from the spirit of the community by removing green space that is so well used for walking.
- "That would be a very tragic end to a quiet old neighborhood
- The homes are relatively expensive and people here pay high taxes. This would create a huge decrease in home value. No one wants more traffic and inexpensive homes built beside beautiful old homes.



- Absolutely no!!!! Birds and rabbits, porcupines and squirrels all live in the trees along Spruce Drive."
- All of these areas as well. most of these areas are currently utilized for people to walk for exercise, walk their dogs, teach kids to ride a bicycle etc.. I cant even believe someone is proposing this. I am sure they do not want to take away the green space in their neighbourhood!!
- Spruce drive is not an area to start adding housing or tall buildings. This neighborhood is not a low income housing neighborhood. The thought of an old beautiful neighborhood turning into a busy over populated space is extremely sad. More crime and more speeding traffic. The traffic to Edworthy and the dog park is still such a problem. Absolutely no to ruining such a beautiful neighborhood.
- Along corridors identified such as Spruce Drive and 37st in Wildwood, 4 story complexes remove the community feel of the neighbourhood and stand out as looming structures that do not fit with the detached residence community setup. In addition they block viewpoints and sun from neighbours.
- All of these areas. These areas already have homes near or around them and this space is already utilized for current homes and current green space. People have also already bought or own homes in these areas based on the current conditions. To change this would change / mostly reduce property values, that i am sure the city would not compensate people for. This is not a good idea.
- see above
- These corridors already have too much traffic speeding through and too much parking congestion in the neighbourhoods. These inner city neighborhoods were not built to accommodate large multi family housing developments. More people more problems, ex crime has gone up.
- Spruce drive, 37 street, 45 street. Parking along these streets will devastate walkability of neighbourhood. Existing setbacks on these streets is important to neighbourhood character. 37 street is main bike commuter route and any residential development along the street will create an unsafe environment due to parked cars, additional cars accessing residences
- Terrible plan for Wildwood. Pick the ugly spots near 17th or 30th Ave. Those areas need to be redeveloped more than wildwood.
- Again spruce and 45th street should not be included in this redevelopment plan. I'm also concerned with 37th street. These areas are already busy with traffic with Edworthy park and have traffic issues. As well as bringing in the businesses and high density living to this area off of bow trail into the community will disrupt the whole community ie. parking, safety for the community, building large building disrupting sunlight to the neighbourhood and the list goes on.
- Wildwood is zoned RC-1, stay away! Clean up and build on 17th Ave instead.
- The corridors in Wildwood along Spruce Dr are already too busy and there are traffic problems with people speeding to the dog park. Additional development would ruin our community!
- "Wildwood and Edworthy Park are historical attests to Calgary, stay away from this area!
- Build on 17th! That dump of an area needs a clean up!"
- Stay away from Wildwood! Literally pick anywhere else than Wildwood.
- Wildwood is zoned for RC-1, single family homes..., why destroy that! Wildwood and anywhere along spruce and 45th street would be a huge mistake! Wildwood is a beauty for its green space, not huge buildings! Please please please do not build anything in wildwood! This community is stronger than you know and will stop and stand firm; you would only waste your money attempting to touch Wildwood.

- "Along 26 street. This is a residential neighborhood where people come home from working in the busy downtown core to the peace and quiet of their homes. I
- Parking is already an issue. By building 4 story buildings it will destroy the neighborhood. There is enough space along 17 Ave for these types of structures without destroying great neighborhoods."
- I'm struggling with the idea of large-scale development along 26th Street SW. This street has already been significantly redeveloped over the last couple of decades and isn't really suited to large-scale development, as it's in the middle of the community. I think it could make more sense to have large-scale development on specific corner lots within that corridor, but not in the middle of a block.
- Large scale development on 37 Street, 45 street and Spuce Drive will ruin the existing dynamic of these neighborhoods. If needed, place them in the Transit Station areas and leave the existing neighborhoods alone.
- Why 30th Ave.?
- I am very concerned about the "corridors" across from schools. Businesses and apartments should not be built in front or around schools in order to keep them safe and streets quiet for children. This is a huge concern.
- Large scale development has zero place north of Bow, including north of Bow along 45th and along 37th as well as the entire stretch of Spruce Drive. These areas are residential and if adjusted to a corridor sad large scale development happens will change the community feel. This proposal will bring more renters and the entire vibe of the community will change. We all bought here because of the quaint community feel.
- Near edworthy park entrance, on either side of Bow trail would not be appropriate. Areas right near the school parks would not be appropriate. Though I would be supportive of 2 storey units, like the one at 16 st and 40th ave with a really popular coffee spot.
- Communities such as wildwood and westgate should not be developed with these 4stories at all! They have been around for 65 years for a reason. They were built with parkland and schools in mind and have been a great haven for many generations. Increasing the Density directly in the neighbourhoods is not the answer. Focus outside on the malls and surrounding transit. There is no room for the additional builds and will cause more harm than good. Please reconsider. Parks & schools are so important
- 26th Street may be difficult to redevelop into a higher density residential with main floor commercial, as a large portion of it has already been redeveloped into new duplexes. How would a 4+ story development integrate into other residences that will remain for decades? If redevelopment is patchwork, I worry that partially developed corridors will not be vibrant enough to act as community hubs and will not integrate well into the surrounding community. Consider 2-3 story zoning/focused areas?
- The 45th street corridor is already congested with traffic during peak times, there are approximately 10 schools along that corridor (or that feed onto 45th), so traffic and parking at drop off and pickup times is already maxing out the space and capacity for those areas. The infrastructure would also need to be upgraded to accommodate higher populations (esp. sewage). The spruce drive corridor is heavily used on the north side by pedestrians & also already has huge issues with cars speeding.
- DO NOT DO THIS
- DO NOT DO THIS
- Every corridor. There is zero sense taking a space that is not designed for this (access in and out) and creating a dense population. People move into this community to get out of dense areas that the city has already created.
- Large 4 storey buildings are not appropriate along 45st, 37 st north of bow trail, and spruce drive in spruce cliff and wildwood. This type of development should be centered

on bow trail and on 37 st south of bow trail. Preservation of bungalow communities is important. That is why we live here.

- Developing along spruce drive would dramatically change the tone of the established neighborhoods of Spruce Cliff and Wildwood and increase traffic to the area that the neighborhood doesn't have capacity for.
- Leave spruce drive undeveloped. There is too much traffic near school and playgrounds. It will ruin the neighborhood. Don't build along spruce drive.
- Large-scale development along Spruce drive would negatively change the dynamic of the area. Would create more traffic to an already busy corridor for those accessing Edworthy park.
- Shaganappi community and hill, please no houses there, it is a beautiful spot to relax in near the city.
- Along 45 Street across from Wildwood School. Please, please, please don't develop on this street. It is already too congested with traffic and people speeding through this area. This would greatly impact the school and children's safety on this street.
- Large buildings will be very out of place and completely change the character of the neighbourhood. Most are narrow streets with bungalows. Only along 17th and near Westbrook would be appropriate for larger buildings. Richmond Rd. east of 37th is quiet residential and the streets can't support more traffic and parked cars.
- Glendale on 26 Ave SW is not appropriate for 4+ stories. Mainstreets does not have this scale of building and it is not appropriate for 26 Ave SW
- Why make our green spaces less accessible to residents and smaller green spaces by putting more development on them. This makes me really upset. It's actually stupid. Have you people walked in our neighborhoods to see how these green spaces are lived and utilized now? Leave Glendale alone. Leave our parks because we have so few. Build on 17 th Ave and leave our lovely residential area alone. Are you doing this in Mount Royal? I think not.
- "More density/ amenities when done appropriately are a plus. As a pedestrian, I have concerns about more traffic and noise. People speed through my neighbourhood as it is and do not obey 4way stops. I am not supportive of large scale developments along the 26th Ave corridor or 28th Ave corridor as it is too residential and close to where I live. I hope smaller or mid range is chosen.
- Using marda loop as a model, there are a few major bottlenecks so I hope this can be improved for this project."
- Tower belong downtown, not in quiet residential areas. It destroys property values
- Density in these communities has increased significantly in the last 3 years from 4 plexes being put on every corner lot. This is creating traffic congestion and parking issues which makes it difficult to visit a local business and makes it less safe for children out on their scooters/bikes and people out dog walking. The identified neighborhoods have been revitalized with young families moving here for the community and neighborhood schools, your plan will ruin the affected communities.
- Rural communities that have no existing infrastructure to support expanded housing options, such as 26th St, 29th St, 33rd St, 30th Ave, and 26th Ave. However, places such as 37th St, 45th St, and 17th Ave are well suited for this due to the wider streets, larger public infrastructure, and being major roads within the urban communities
- I do not think 4+ Stories are appropriate in any of these areas - these are residential neighbourhoods that are already busy and do not need 4+ story buildings anywhere
- Development should be limited if there will be negative impact to existing homes. This needs to be defined and incorporated into the plan, if not already there. To ensure integration you need I need to see both sides, those who support and those who don't - last communication material only had quotes from people who supported. This leads to

the false premise that everyone supports - not necessarily the case. If I don't see my comments I don't feel like I've been heard

- We don't have the infrastructure for enormous buildings in our little area
- Large buildings all along both 30th Ave and 26th Ave west of 37th St can't be sustained without making drastic changes to infrastructure. I'm not opposed to some higher density housing and more businesses, but I think it needs to be MUCH more limited in area and scale to reduce noise and vehicle traffic. Despite intentions, it won't increase walkability in some of these areas. I support allowing for more duplexes, secondary suites, mixed use, and 4plexes for most of these corridors.
- What consideration is being given to ensure the area will still be walkable and safe for pedestrians and cyclists? And that it will not cause any displacement? Not sure the environmental impacts are fully considered more than profit for developers.
- Specific areas such as 33St, 29St and 26St are super narrow to begin with and as currently laid out can't support these types of buildings. 2 cars can't pass. 26Ave can be turned into more of a main street. It's built to accommodate. Spruce Dr and 45St are also not designed for this type of development. What do you propose to do with the high voltage powerlines running down the south side of Spruce? It feels like these changes came from looking at paper and not visiting the areas in person.
- Richmond Road between 37 St and 29 St-- this is not a Main Street. 29 St, 33 St and 26 St. These are NOT Main Streets either. We don't need Main Streets throughout our communities. If I wanted to live in the Beltline, I would move. A little intensification along 17 Ave, 37 St and Richmond Rd between Sarcee Trail and 37 St would be great.
- 26th Ave West of 37th Street as well as 45th Street should not see densification owing to the quiet streetscape. Further development is already happening along 37th Street as part of the main streets plan and should be allowed to further develop before additional density is proposed or planned on these streets. 17th avenue and Spruce Dr would be more appropriate as one is transit corridor and one already has a power line which diminishes single family homes and dev would benefit this.
- Respect existing community. Build for the future. It is reasonable to have expected change along the first blocks close to the clear major routes (Bow, 17, 26, 33/Richmond, and 37 St.). This would allow development on the first blocks of the other non "corridors." This stops communities from being diced into little units while providing walkability within 2-3 block distances. No 4 story behemoths siding/backing single family houses. Stop the approval of 4 unit builds beside non infills. Respect!
- No higher than 1 story duplexes along 45th St SW north of 8 Ave to Spruce Drive SW. This will increase traffic along 45th St and impede access to Bow Trail and be a hazard for traffic at 8 Ave at the schools. It will also alter the character of the original neighborhood.
- 4+ storeys does not integrate into a community along a corridor where there are single shorter homes. They belong on the outskirts of the community, if at all.
- Why? Taxes will rise. Big buildings kill neighborhood property values by blocking sun and bringing noise, transients, and a lack of street parking. Build the buildings next to the C-train station ONLY where the park is located next to Walmart. City's Engagement Department said they heard from only one per cent (roughly 3,000) Calgarians out of a possible 299,000 after releasing news about the first phase of the planning project.
- Some of the corridors identified are smaller local roads. Need to sort out parking, traffic impacts or reduce building height as well as find a way of protecting old growth trees that provide character as well as help work towards 10% coverage. Focus should be on building out west Brooke station before focusing on corridors and parks.
- 4 story is only appropriate near transit hubs and should decline in height quickly as you move away from the hubs

- While corridors might be appropriate for some medium (3 story) buildings, almost none of them are appropriate for 4+ stories. Only 37th 17th and Richmond road are appropriate for buildings over 4 stories. 26th ave should be 3 story maximum and 30th ave is not a corridor
- 26th avenue should not have anything taller than 3 stories. 30th is not a corridor- it's normal residential street
- I have concerns with 4+ story development on 45 Street between 26 ave and 17 ave SW (excluding the intersections). 1)Increasing traffic on this road is a safety concern as there are three elementary schools nearby which requires many kids crossing this road daily. 2) 4+ stories along the east side of the street would drastically reduce natural light for mature yards and gardens adjacent. 3)If you see Glendale/Glenmeadows in person it will be obvious a tall structure would be out of place.
- 30th ave is NOT a corridor - the only traffic on this street is school traffic
- "You should NOT allow for any building higher than 2 or 3 storeys, maximum 10 metres on either 37 street or 36 street between 26 AVE and 25 AVE.
- The examples you show on page 5 of the brochure you sent to residents are way too large for this area and community, out of proportion and very bad taste. It is not clear why The City is now pushing for higher Buildings. Developers benefit from this direction, but the families in the communities do not."
- 4 and 6 plexes are ok. 4 storey condos are too much here and should be kept to transit areas.
- I don't want any further development than what is already here. If anything is considered it should be kept adjacent to existing commercial areas in the neighborhood. Adding areas near the schools for example does not make sense.
- 4+ storey developments would not be appropriate along 26th ave and 30th ave in the neighborhoods of Glenbrook/Glendale. They would add traffic congestion to a single family neighborhood full of schools, thus making it less safe for young children to walk to and from school.
- the city should not be able to change any zoning in a residential neighbourhood that allows moderate to large-scale development (4+ storeys). areas in corridors that need to be left alone are, along Spruce Dr, alone 45th st north of 34th st, along 30th Ave. Keep the 4 storeys to the perimeter!
- 45th st and the western part of 26av are principally park areas and are enjoyed as such. These areas should not be designated for higher density housing with the additional traffic in conflict with community park use. Turtle hill is a focus for the community in both summer and winter and reducing traffic volume and speed should be a priority. This park space is a draw for the community. The presence of schools should also be an issue in reducing traffic volumes and speed.
- Killarney has had it with renters, no parking places for home owners because multiple dwellings take up all the space, and multiple family dwellings that are run down. Excessive dogs urinating in one park with the City-owned Killarney Aquatic centre. I bet you don't even read this.
- The area along 17th Avenue between 37 St and 45 St is an odd pick. Traffic is already a nightmare along this stretch during morning and afternoon commutes, so one has to wonder how much additional traffic can be afforded through the addition of 4+ storey buildings. I'm in the business of developing commercial sites and find this an odd pick. If anything, focus on the existing, underutilized sites around Westbrook Mall rather than in existing older neighbourhood boundaries not as near transit.
- density along the corridors makes sense, it's close to public transit and amenities. Some concern to the final heights allowed next to neighbouring single family homes.

- Given the issues the city gave anyone in the area for building, and keeping within the design actions and now wanting to change on a whim is ethically wrong. There is no need for more buildings and businesses. The traffic is already too much, and with added buildings there will be no space
- 30th Avenue SW is not in use as a collector route through Glenbrook. There is and never has been any transit along 30th Avenue in Glenbrook and the road does not even have a center line painted on it. This road has always been a residential street. The roadway is currently marked at a 50 kmh speed limit, however Calgary Roads has conducted a review and we have been told the speed on 30th Avenue in Glenbrook will be reduced to 40 kmh as it is
- If you spend any time around AE cross near drop off or pickup at school in particular, you will see the great increase in traffic at that rear (behind the field) playground. Also, turning onto/from Richmond Road from the parking lot at the Safeway or the road by the car wash is treacherous at best, so adding significant traffic would create safety concerns for the students and residents who need to cross the road. People turning into high-density residential won't be focused on kids crossing.
- The 'corridors' identified at 26 ave, 30 ave and 45 St SW are unacceptable. These roads should be for local community traffic but because the grid pattern they are used as shortcuts. More people in these areas will only compound the problem. I can accept UP TO 4 storey developments along 37 st and 17 ave south side. New buildings (up to 4 storey) will not block sunshine and may minimize traffic noise. Traffic access in and out must be from 17 avenue.
- Along 45th st. especially immediately around schools and green spaces. These areas would be negatively impacted by increased population density.
- I don't believe that the people living in high density buildings are all going to use the transit system. That will just mean more traffic in the area the building will not be built with enough parking. Perfect example is what they did on 37 street took away parking devalued property values along that street, decreased turning areas Taking road way for bike paths. Increases transit people in your area and introduces more crime. But your going to do it anyway
- "30TH AVE is not a corridor. There are no amenities or transit and is a quiet neighbourhood road adding 4+ story building will congest the already narrow street.
- 45 th st may have some opportunities around 17th Ave as well as bow trail but there are a lot of schools, playgrounds on the street adding in to many large building would increase traffic which could be safety concerns for students"
- Most of the pictures provided are shown from a distance or angle to soften the image and visual impact of larger buildings. Corridors will be created on some narrow streets (some are only two lanes wide) where the buildings will be taller than the distance between them across the street. Not very inviting for attracting new residents, creating congestion with little space for pedestrians or cyclists.
- Corridors are already too busy with traffic (including cut-throughs and school traffic) and parking can be an issue and both would only become more so with development. 45th Street, Spruce Drive and 26th Ave. (and possibly also 30th Ave.) are not (nor should they be) major corridors. Tall buildings here are not appropriate, will not integrate well and do not make sense. Other areas like Marda Loop already had active commercial/pedestrian activity before major development -- it is not the same.
- The area marked as "corridor" along Spruce Drive is absolutely not appropriate for development. This is an existing green space that bisects Wildwood and adds vastly to the walkability of the neighborhood. It is heavily used - densification will eliminate this green space. I do not agree to its classification as a corridor - to where? It doesn't

connect one community to another, it is the only access to a large park. It also has reduced speed for schools and playgrounds etc. - NO DEVELOPMENT!!

- larger buildings increase population numbers and apartment living does not promote a sense of community it actually decreases the sense of community. Very few apartment dwellers socialize with their neighbours and many do not even know who their neighbours are, whereas those living in a single family home often have interaction with the neighbours next to them and on their street
- I think this area is appropriate for six Plex is four Plexes but not condos. Four-story condos are too much for our corridors and should be left to around transit stations only.
- Again, 4+ stories is simply TOO HIGH for this area. Keep the buildings under 4 stories. Build nicer townhouses if anything, but anything over 4 stories is just too high. Parking is already an issue in these areas and a high rise will make that worse.
- Spruce Dr is not a corridor that leads anywhere, and the E-W section is not suited to such development. It was, in former parlance R1, and putting 4 storey units would shadow existing homes and infringe on a green boulevard. The same could be said for 45 St, except the immediate intersection with Bow Tr where multi-storey building exists. The N-S section of Spruce already has commercial and multi-storey and remains suitable for that growth.
- spruce drive - concern of loss of passive greenspace, cycling corridor to park; 30 ave - would be a significant change to area, likely need additional infrastructure to support traffic; general concerns about blocks at the same height creating "tunnels" for weather events (i.e. wind, debris, etc); general concerns around parking - current land use areas for high density/ commercial (grey along 17th ave) has residential parking permits, pushing commercial parking further into the community
- It does not integrate well into the community, these are an eyesore, create too much traffic congestion and noise. Roads become 1 lanes with no parking available for residents. I do not support this at all. Westbrook mall and the c-train area has plenty of space that could be utilized for re-development, stop encroaching on residential spaces. Utilize the existing development better.
- scattering these large developments throughout the community will not support vibrancy or growth in a way that is considerate of existing residents. Development should be focused to existing infrastructure that residents already access and have space. For ex. Westbrook mall and station could be better utilized. Residential corridors cannot accommodate excess parking and traffic which is a safety (traffic and transients) and noise problem. Utilize existing space, don't encroach on communities.
- 4 storeys along the west end of bowtrail past 45st. This is largely residential and should be kept as is. 4 storeys is too high on the Wildwood side impacting sun for the other residents in Wildwood. If the plan is too allow along the Westgate side 2 stories should also be the limit and a noise barrier wall should be installed.
- Along 45th St and 26th Ave it is not appropriate. This is largely a residential area with numerous parks and schools on both sides of the streets. There is abundant use of these parks by families and people park along the street for use of these parks, and crossing 45th St. and 26th Ave. Putting in large scale development along 45th St will increase traffic dramatically creating pollution and noise close to these parks and schools.
- Much of what has been identified as a corridor on the map already feels overwhelmed by traffic. I would like to see inner community roadways such as Spruce Dr, 45th St, 26th Ave west of 37th St, and 30th Ave stay dedicated to the community feel they embody. Center development around Westbrook Station and work to rejuvenate that area. It's been in decline since the blue line went through. Why is the field where Ernest Manning was still sitting empty? Make that the focal point for the communities!

- 33 St and 26 St SW should not have these taller buildings. Not every street in our communities needs to be a Main Street. Any of the streets that will remain as "corridors" should only have a maximum of 4 storeys on them as well.
- 30th Ave in Glenbrook is not a corridor like 45th Richmond rd and 26th are -it is a regular residential street & this map effectively cuts the neighbourhood in half arbitrarily. Glenbrook is singled out for increased development based on this arbitrary "corridor". Other neighbourhood only see corridors around the boundaries. Corridor dev should focus on REAL corridors and integrate into the surrounding houses - 4 story dev should only be near transit hubs and decline quickly as you move away
- There is an active contingent of nimbys on the Westgate Facebook page that are quite vocally against your project. I have lived here for two years and I haven't received one single piece of mail about this project. Do better at communicating with all residents as there are people that support what you are doing. Your questions are also designed to only hear negative responses and from people who don't want change. You are setting your process up to fail. Engage those who are open to change!
- This puts at risk Turtle Hill, the kid's playground on 45th and potentially the hockey rink which are all a significant part of the appeal of living in this community. Families who live in Glendale appreciate quiet, large lots and single family homes. The introduction of 4 storey buildings and town homes would take away this appeal and could negatively impact property values of those who live adjacent to the proposed developments. This redevelopment and rezoning initiative is NOT welcomed.
- east side of 45th St in Glendale from 17th Ave to 26th Ave should only be one house deep.
- New buildings needs to fit in with the other structures on the block and not crowd out or hover overtop of pre-existing 2-3 storey residences.
- Same as the above to add higher density along the green spaces and schools adds to congestion. We don't need 4 story building in these neighbourhood, they aren't family friendly and will block views and sunshine in the winter. Our road systems aren't able to handle this traffic, just because you build higher living space doesn't mean people will downsize number of vehicles.
- If you allow large-scale development (4+ storeys) near the Transit Stations Area then limit the number of storeys to 4 maximum in the Corridor areas.
- In and around Turtle park and Glendale Community Centre. We would like to keep this single family housing as the area has a number of school zones in which an increase in traffic could have a negative affect. Additionally adding condos and duplex in this area would take away from the existing neighbourhood feel. Lastly I'm not open to have condo's built next door to my house.
- 4+ story buildings are too large and create an environment that encroaching and daunting. Blocking sunlight from those homes around it. It reduces the value of the community and the houses around it. Additionally, Overtime these buildings become rundown and create an eye store for community.
- The entire of 45th st. should NOT be considered a corridor, let alone have 4 storey buildings. There are no walking distance grocery stores, (and likely won't ever be as there are ones within brief driving distance) the street has MANY schools on it and MANY parks. You will be increasing the number of cars on the street when other areas (37st st) don't have these issues.



- I don't think we need it along 26 Street (as indicated on the map). Significant investment has been made by homeowners on that street in town houses, row houses, single family dwellings.
- The 45th street Corridor is not suitable for large buildings. This street is filled with bungalows and small duplexes. Large apartment buildings would not integrate well with the community.
- The areas identified as "corridors" already have gone through a great amount of redevelopment which was densified with construction of R2 and R2C style housing. Further densifying these areas is short sighted And involves a great amount of infrastructure upgrades to support high rise development.given that a lot of reconstruction has already taken place in these areas would imply the City wants to encourage demolition of relatively new development which is not sustainable.
- Where taller buildings will cast a shadow on the dwellings below. Consistently building taller buildings changes the skyline and causes shadows for the other residents. It should be considered that not everyone wants to live in a condo, have townhomes or row houses been considered instead.
- I hope that no large scale buildings are added along Spruce Drive. If anything we need expanded walkways, not more buildings.
- Up to four stories may be reasonable if it is strictly of the properties directly on the corridor, but larger than that is a complete change to the neighborhood. Also if it creeps beyond the properties directly on the corridor I would be very opposed.
- Between 45st and 37 st on 17 th avenue on the south side because this backs mostly onto small residential bungalows
- I support infill type housing but anything larger would create stress on the roadways. the current roadways are not designed for this large increase in traffic. if this plans goes forward I would expect the roads would be build first to accommodate the increase vehicles before any new buildings
- This whole plan sounds like the city wants to build huge apartments all over this area. What this area needs is improvements to the structures that already stand. The strip mall on 37th and 17th could be renovated, with apartments built on top and pedestrian friendly shops below. 17th Ave has a lot of old buildings that need work before the city starts putting in high rises.
- don't think any 4+ storey buildings are appropriate in the community
- 30 ave SW, 45 st SW, 26 Ave SW. These areas are currently low density zoned. The area is used for children walking to school/parks and numerous pedestrians. 4+ story development will eliminate the safety for children and vulnerable pedestrians. The road infrastructure does not support increased traffic. Parking is already congested will worsen. Adjacent single family dwellings will see significant reduction in quality of life with no buffers between them and high density developments.
- 29St is ripe for densification. Thought must be given to how increased density will impact traffic through Shaganappi. Downtown-bound traffic would significantly increase on either 26St or 14Av, both of which are underbuilt relative to 29St. Consider finding a way to connect 29St to EB Bow Trail to disperse traffic.
- 4+ stories development lead to more Traffic, vehicle's parking in front of everyone's houses. Garbage from shops and food stores people leave all over the street. This also brings the homeless into the area making it very unsafe for all the kids that live in the community. Every person in Glendale bought a house in this community as it was zoned as a RC-1 and MUST remain the same going forward.
- The residents within this neighborhood live here for this exact reason; no apartment buildings and a quite community for young families! We do not need any type of condo

or apartment in this area! We don't need to see litter, empty bottles, garbage, etc. within our community!

- 4+ seems like jargon. 26 stories is greater than four. What do you mean? You have examples, but have set no top end to building height. 26th avenue and 45th street seem too minor as roadways for 4+ storey.
- The area along spruce drive is one of the few green space areas in wildwood for people to enjoy with no residential buildings along it. Current bus routes should not along 45 and 37 street are already crowded with vehicles and in-fill houses and the 4 storey buildings will increase thus
- The proposed development along Spruce drive is concerning as this would increase traffic along this corridor; with many schools, playgrounds, etc. on this corridor there would be great risks to child safety. Wildwood maintains a strong community culture where children often play freely and safety, this development would negatively affect this. Spruce drive is not easily accessible via foot to the LRT, thus the intent of this development would not be met by development in Wildwood/Spruce Drive.
- The whole concept of population growth in Calgary is off track after the oil price collapse and the green movement. Therefore, we have no people to occupy the building just like our down town area which created a tax and security issue . Low density is way to go duplex or might be 4 plex.
- In Glenbrook 30th avenue is not an actual corridor. Richmond road and 26th are the corridors!! How is 30th a corridor but 8th Ave is not?? They are exactly the same-residential roads with schools on them!!
- 30th Ave north of 45th street is not a main corridor and has many children crossing daily to get to schools on both side. This should not be considered a "corridor" and should not have large buildings along it. It's in the middle of a neighbourhood!
- Spruce Drive is not appropriate for development. It is 100% residential and not suited for increased development. It is a corridor to nowhere and not near any amenities.
- 30th Ave west and east of 45th street is NOT a main corridor for traffic. Large buildings would not fit with the surrounding houses as it's in the middle of the neighbourhood and would effectively cut Glenbrook neighbourhood in half, thereby isolating the houses to the north of 30th. 30th and 26th are way too close together to allow large buildings on both streets.
- Multi storey buildings require multiple parking spots. The redesign of 37th St.SW between 17th Ave and Richmond Rd has removed all full time street parking. Multi storey requires adequate off street parking requirements.
- The communities (Wildwood and Glendale) are built and people purchased homes based on small community living - not having a urban feel. The green spaces and what makes the neighborhood so appealing is it's walkability which would be ruined if large towers vs homes were built. Nothing more than single family or duplexes is appropriate.
- I don't think 45 street is an appropriate transportation corridor. It has a large number of schools and parks on it. Massively increasing traffic on roads with so many school and playground zones could result in the death of children. Transportation corridors should be 50km/hr roads like 37 st.
- Development along the Spruce Drive corridor would greatly increase traffic and other risks along a large stretch of school-zoned roadway, in addition, the only access routes in and out of the neighborhood are through school-zones which would limit the potential customer traffic to local traffic (small market). Further, this location is also not within walking distance to LRT & or direct bus DT - other areas closer to 17th Ave SW & Bow Trail are more suitable for large-scale development.
- Again the 45 street corridor already is so congested with traffic from above Sarcee delivering students to various schools and people cutting through to avoid Sarcee traffic

woes. Adding large buildings only increases the traffic to the congestion and does not provide adequate parking within the site. A lot of fluffy aesthetics that create more headaches for inhabitants

- Generally, I support the idea of 4-6 story buildings. However, I would want more specifics (i.e., location, use, etc.) before supporting taller buildings.
- Fix problems that exist
- "45 Street SW. This is a residential area with lots of schools and foot traffic.
- Adding a wall of tall buildings would make it seem like a commercial thoroughfare, which is not inviting or conducive to feelings of safety.
- This is already happening in Marda Loop to its detriment."
- 26, 29 and 33 street are in the middle of a neighborhood. Extra traffic and larger buildings are not desirable in this location.
- The areas around community parks should be left as is (ie: 10 Ave & 8 Ave in Westgate.). We have limited green space already and to build tall(er) buildings around them would just close them in and make it more of a wind tunnel than it already is. Keep them wide open and welcoming rather than closing the area off with tall, multi unit buildings. The City of Calgary's ability to collect more taxes, from multi story units, is not always the most attractive, welcome or desirable.
- 26 street is probably the narrowest of the corridors. Not really suitable for two way traffic. I would be concerned about shading backyards.
- Some of the identified corridors are in low density R1 areas with residents that purchased property in those areas because it is low density. Examples would include the east-west portion of Spruce Drive, all of 45 St (except perhaps the southern identified portion). Residents in these areas did not buy into multi story development.
- Spruce Drive. 4+ storeys along this street is entirely inappropriate. Spruce drive is a huge walking area for the residents of Wildwood and Spruce Cliff. Spruce drive also provides a barrier, a break in activity and noise moving deeper in Wildwood. This type of development doesn't fit there, AT ALL. MAYBE a 2 storey building? There better be underground parking or some sort of HARD limitation on parking. The 2 storey on Bow Trail ALWAYS has overflow parking on the st.
- Spruce Drive is not an appropriate defined corridor as it is internal to a community and away from commercial amenities. It's not a through road and only has transit as a small loop, which is nearly in duplicate to transit on Bow Trail.
- Southside of 17 Ave between 37 St and 33 Street. Again the reason being 17 Ave road congestion. Thinking that peoples will use train or bus transit only is illogical and without merit. Please get smarter.
- Stay away from Wildwood!!! Not appropriate at all to build 4 story buildings in this historic neighbourhood! Build on 17th or somewhere that needs it! STAY OUT OF WILDWOOD!
- Care needs to be taken along the 37th Street SW to limit the amount of such development as this could create significant shadows (and light deprivation) over existing structures.
- If corridors were capped at 4 storeys, these areas would be okay. NOT if there is anything more than 4 storeys.
- Parking is at a premium now. It will only become next to impossible. If there are new buildings being built, they should all have ample parking.
- "Spruce drive in Wildwood is not appropriate for a Corridor because it is not a through road. It doesn't connect to another community or pickup additional traffic from communities beyond, it's simply an internal community road with Edworthy Park at the end of a cul-de-sac.

- Additionally there are logistical challenges such as the electrical towers on the south side and community defining spruce trees on the north side. It is impossible to redevelop higher density's with these constraints."
- Calgary is still a city heavily reliant on cars. As housing near transit increases this will hopefully change. A limited number of 4+ storey buildings are a good idea. This would balance the impact of increased traffic and traffic lights required to manage it with the need for more housing.
- Must you push this. Can't tax grass so you really should over build, who cares about the current tax paying residents. Putin is coming over the polls so who cares
- green space not enough, more density not appropriate
- West of 45 street along Spruce Drive. Many vehicles already use Windermere Road as a "pass-through" to get to the dog park and Edworthy Park. Adding more density and businesses in this small corner of the community will increase traffic along Windermere Road, unless traffic mediation is put in place.
- 26 and 30 Ave. between 49 and 51 Str. or around the Calgary Christian Schools. These areas are extremely congested with traffic (parents cars and school buses) every day. Increasing population density around the schools will make these streets unpassable every morning and afternoon, exactly when people try to get to work or back home respectively.
- As above - same issues. These areas do not have the traffic infrastructure to support a huge influx of population. I am opposed to the creation of this plan and high density structures in our communities.
- People have worked hard to buy houses in this area to avoid the congestion. The noise. The overshadowing of buildings. The apartment and condo market is horrible right now. Why on earth would you invest money on building more!? Not to mention there is already a lot of crime happening in these areas which isn't appealing to new residents. Take care of the issues that already exist before trying to cram more people in like sardines. I moved to this community to get away from all that nonsense.
- All areas of wildwood and spruce cliff, not appropriate.
- If you develop 4+ storeys, please ensure retail/mixed use is at ground level
- Spruce Drive corridor running East & West bounded by 37 St SW on the east to where Spruce turns into Edworthy St SW in the west. There is ample room for runners, cyclists, dog walkers now. Start stuffing multiplexes along that route and you will have a huge increase of traffic and create a corridor of congestion for one and all. The open space along Spruce should be preserved on both sides.
- 30th Ave is a quiet residential street with many children walking to nearby parks and schools, adding additional traffic may create dangerous situations for small pedestrians.
- Corridors are also alongside school areas where traffic is already congested and increased density will further exacerbate the problem alongside reduced parking.
- Any added buildings should be wheelchair accessible.
- Some of the corridors are busy enough as there are a lot of schools, parks and playgrounds. I don't feel the road systems can handle the extra traffic. Along 45 st and along 26 avenue are two area's of concern.
- I feel that 4+ story buildings on the North side of Avenues will cause too much shade throughout the day for existing residents. Taller buildings on the South side of Avenues will shade the road
- Near schools

- 4plus is too high. The narrative has been that the "missing-middle" reduces sprawl But the missing middle is not over 4 stories! So why is this narrative being used? All corridors should create density at no more than 4 stories. Underground parking must be strictly applied to provide access. Density bonusing must be applied. THE INCREASE IN LAND VALUE DUE TO BROAD UPZONING MUST BE SHARED WITH CITIZENS.
- Again, the key is "integrates well into the community", and that depends on what is already there. Plunking down a 4+ building (which will end up being 6 storeys) next to lower buildings will cause shadowing, massing and other negative impacts. Existing residents must be heard. New developments should be sensitive to existing residents, not just displace them because they will leave if negatively impacted or in the shadow of monstrous new towers. Community matters, not just new buildings!
- The reason I say no is that the majority of the corridor areas end at the rear lane along 37 st and Richmond road ( extending this type of approach for transit area to intersection of 37 st /Richmond would be more appropriate than lumping internal community streets with 4 story buildings and higher density
- 26 th where through traffic is high street
- Basically anything between 18th and Richmond Road, East of 37th Street. 17th is appropriate as are various individual sites currently with walk up apartments. In general this is, and should remain predominantly low rise, family (single or multiple two storey). Increasing apartment style units will disproportionately increase traffic and backlog arteries that are seeing stress from extensive development further out.
- "Yes. All east-west (avenues) with 4+ storey buildings would overshadow single family housing on its north side, taking away any winter sunlight. e.g, on 26th ave west of 45th St would overshadow the south side of Gladys Ridge Rd . Some of the corridors have nice housing stock
- and a great community feel to them and are light on traffic (e.g. 26th St SW)"
- The residential area along Spruce Drive in the community of Wildwood should never have 4+ story buildings. This community is appealing because of it's current walkable boulevard, residential neighborhoods and park areas across from the Community Center and Wildwood Elementary School. This would significantly and negatively impact current residents through shading out yards and creating significant increases in traffic/parking congestion.
- Yes Spruce Drive is not appropriate. Bought in this area as wanted open feeling and our own oasis. Traffic issues along Spruce Drive already a problem. A lot of high power electric towers. Apartments or offices would not be appealing. Parking issues.
- Along Spruce Drive especially from 37th Street SW to Edworthy Park including Wildwood School
- I believe development along Spruce Drive would not be suited for this type of development. This area is currently a lovely area for community walking. Additionally, there is already a great deal of traffic along this with this road being used to access Edworthy park, and I worry that additional traffic would really detract from the nice quiet neighborhood of Wildwood.
- "Along Spruce Drive. If you allow redevelopment of every corner lot this will change the street and could affect the green space forever.
- Allowing 6 storey buildings across from Wildwood School is shocking to me. How many would be enough?? Tall development over 2-1/2 stories is probably not what Dan Parolek would envisioned for missing middle in an area such as this."
- There is zero need for 4 story buildings along Spruce Drive. It is a predominantly bungalow community. To place buildings 3 stories higher than the rest of the surrounding homes is straight up bad community design. That's not modernization, that's a nonsensical tax grab without the proper infrastructure to support it. Are you going

to bury the transmission wires that run along Spruce to accommodate such upward growth? No? Then don't bother. TERRIBLE IDEA.

- Spruce drive
- Along spruce drive. This area has high walkability and tons of cyclists heading to edworthy already. It has a great community feel - why ruin something that is already working so well?
- The corridor areas along Spruce Drive are not appropriate. This corridor in addition to a utility corridor is a hub for the community to walk, gather and play. Adding additional structures to this natural green space will drastically and negatively impact the neighborhood. There already affordable and high density housing in the community. The neighbourhood is consistently lobbying for traffic calming measures and the addition of extra traffic will only make an already dire situation untenable.
- Spruce Drive in Wildwood is NOT an appropriate location for 4+ storey buildings!
- On Richmond Road near 29th Street. If the city increases density, the section of Richmond Road between 29th Street and Crowchild Trail should be lowered to 40 km/h. Furthermore, the intersection at 29th Street and Richmond Road is already too busy and difficult to navigate. With the prospect of increased density, that intersection needs to be upgraded to accommodate more traffic and pedestrians. In particular, that intersection needs clearly marked crosswalks.
- Concentrate on fixing the issues getting people out of their cars and not a development that will only benefit the developers who have bought the properties across from the Mall.
- There should be no large-scale development adjacent to parks, schools and green spaces.
- My fear is that high rise development would take sunlight away from the streets leaving frozen roads and sidewalks, which are hazardous. If there is a commitment to maintain those then we should be good to proceed.
- Along the S side of Spruce Dr is a high-intensity power line. I'm not sure that's compatible with 4-storey building height. Throughout Wildwood I like the idea of changing the zoning to higher intensity/mixed use. I lived in a walkable neighbourhood in Victoria and it was great. However, I think the 4 storeys will be a hard sell here. As I'm sure you know, it's a radical shift for most people and they do cast a lot of shade. Would 3 storeys be do-able?
- Spruce Drive in the community of wildwood ... concerns are parking, traffic on an already busy street, space to actually develop, power lines, natural gas corridor.
- I do not agree that higher density around the parks or in the Glendale area is a step forward. The community has a high level of activity all ready and adding density will cause undesirable congestion.
- In Glendale. We do NOT need increased traffic in this area with all of the school around. Kids' safety is paramount!
- I live on Spruce Drive in Wildwood. I strongly disagree with 4+ storey developments along Spruce Drive! I've extensively renovated my home, including replacing the sewer line on my property - all at a very high cost - based on living in an R1 area. These developments would decrease my property value and dramatically lower my joy of living here due to increased traffic and parking challenges. I honestly can't even believe that you are considering 4+ storey buildings along Spruce Drive.
- Wildwood is historic!!! Property values in the neighbourhood would be destroyed! Stay away from Spruce Dr or anywhere near wildwood!!
- Wildwood is a family oriented residential neighbourhood that doesn't need any more traffic than Edworthy Park already attacks. 4 story buildings anywhere along spruce

would seriously hurt this neighbourhood. Please pick anywhere else to consider development. Stay away from Wildwood and anywhere along Spruce Drive.

- Anywhere in Wildwood would hurt the neighbourhood so much. Please don't change Wildwood.
- **DON'T CHANGE WILDWOOD!!!!**
- Absolutely inappropriate to add to Wildwood. This neighbourhood is a historic area with already enough traffic and people for Edworthy Park. Adding any developments to Wildwood would completely destroy the neighbourhood and what it stands for. Can't stress enough how against this idea our community is! Please do NOT add or change anything in WILDWOOD!
- I do not think this type of development is appropriate along Spruce Drive and 45th Street. This would create parking and access issues in an already congested area. There is enough space for commercial and condo development along Bow Trail.
- Not appropriate along Spruce Drive corridor and near schools. No moderate to large development Wildwood.
- Spruce Drive is identified as a corridor - it is also a main walkway and gathering place for young and old. School age children walk on the "corridor" and neighbours visit - not conducive to new buildings.
- On Spruce Drive is not appropriate. Opposite the elementary on 45 also not appropriate. We already have issues with traffic and speeding in these areas.
- Any location marked along Spruce Drive should be left alone and not developed. There is already traffic concerns in the area, and that route on each side of Spruce Drive is host to utility lines, water mains, gas mains, and in general the green spaces are cherished by the people of the Wildwood community as they are used by walking groups, dog walkers and as recreational areas. Placing 4+ storey buildings along that corridor would significantly impact the area in a negative way.
- Again. Spruce Drive. The neighbourhood isn't a throughway to any other neighbourhood or major roadway artery. The development of Spruce Drive becomes unnecessary development in an area that is trying to calm traffic measures, not increase them.
- Spruce Drive, 37th Street and 45th Street - existing buildings are sufficient. Further development is not required. Integration is not possible in this location due to traffic congestion. Any attempts to promote development will be a detriment to the existing environment.
- Please see previous comment as my concern is the same.
- Spruce Drive/ there are already concerns within the neighborhood about traffic along the corridor (mostly speeds and kids' safety), that increasing density along that area would further this issue. In addition, we in Wildwood highly value our green spaces and trees, and would therefore be upset if the green spaces along Spruce Drive were compromised.
- 30 Ave would be a horrible place for 4 story plus construction. There are so many schools and kids here. All these small units will bring way too many cars.
- If any parks are along Corridors, there should not be moderate to large scale development (see below).
- Again anywhere near the Glendale interior. This is not the community nor do people in this community want it. If you would listen you would hear that this is not wanted at all. The development of 37th is already a joke and has caused nothing but problems with traffic and didn't help anything in the area. The city doesn't listen to the people living and using the communities that they are affecting. Building 4 stories near schools and parks is totally wrong!!
- Theft, squatting and safety is a concern being close to the C-train station. Several neighbors have had people in their backyards and taking things like bikes, breaking into

sheds etc. Added light, visibility, and areas for families to gather and move homeless traffic away as frequent visitors in and around the community. The improvement along 37th with paths and along 17th is great ... keep it going!

- Glendale - corridors are in R1 areas again parking parking not there to accomodate buildings that seem to be propose
- Yes. I am strongly opposed to moderate/ large scale development anywhere on 45th street, 30th avenue, and 26th avenue. These corridors are at the heart centre of communities like glendale and glenbrook, have schools along them, children tobogganing and playing, and are often boarded by green spaces. These are internal, central areas of the community and development is not appropriate here. This is a one home, one family neighbourhood, and it would disrupt the neighbourhood to increase density.
- I live on 30th Avenue west of 45th Street. I bought here because I want to live in an area with ONLY single family house zoning. I am LIVID that this is even being considered! The City has no right to change the zoning designation. Changes to higher density affects desirability and my property value! 30th Avenue is also a main road through the neighborhood and has too much traffic already and people often drive too fast. This would exacerbate this problem. I AM COMPLETELY AGAINST THIS!
- The corridors truly aren't that high traffic outside of 17th ave. I agree that the homes on 17th ave aren't utilized and that more dense living could be of use, however all other corridors identified are what is so unique about our neighbourhood and the fact that they remain single family homes and it's what makes our neighbourhood close-knit, and feel like a small town within the city. Taking this away would change everything about Glendale and why people live here.
- 26th is already congested with school traffic in the area, adding more condensed living will only add to this.
- 45th to 26th would be better to keep to smaller densification (2 stories rather than 4+)
- there is already too much vehicle traffic through our quiet neighborhoods. There are plenty of businesses with walking distances already (and plenty of vacant space as well!)
- 45th Street would be inappropriate for 4+ story developments. There are too many parks/schools along this corridor to properly facilitate large developments. Traffic would also be a key concern. Taking Marda loop as an example, the large development there on 33rd has resulted in terrible congestion.
- 26th Avenue SW is not appropriate for a 4+ storey building. It would completely ruin the integrity of this community. I find it hard to understand how the city planners fail to see that the communities in this plan are not all the same. Many of the residents in Glendale moved here from Killarney and Marda Loop to get away from the development and massive buildings that prove only to create density for densities sake.
- Along 45 street is extremely inappropriate. The amount of traffic up this street during rush hour is extreme because people are using it as a shortcut. The amount of small children crossing 45th street on any given day because of the park is very high and increases the likelihood of accidents with higher densification. Keep it around the C-train station. Not Glendale. I would not want to use the large park with large scale developments looking down on me. This is not peaceful for the mind.
- All along 45 street. This corridor is not commercial and should feel like a community - 4 story buildings will ruin this.
- Anywhere within Glendale. We live in this neighbourhood precisely because it is single family dwelling
- "RePLACING one density with
- another impacts neighbourhoods differently than do new development on unused land. In the triangle of 26 ST/Bow Trail, Bow Trail & 33ST, 17AVE & and 33ST, adjacent



property owners' approval should be required, and a tax on sales for development should be levied as well. Those who sell, and property developers themselves, should not be the only people who benefit from community upheaval."

- Ok if it's along bow trail or 17th avenue
- Subject to previous comment.
- There is a large difference between what is appropriate at 4 storeys and 12.... The idea of densification is ok however the vagueness of 4+ isn't
- More modest scale development - say 3-4 stories with some retail makes more sense in these areas so you do not have tunnel effect on the transportation corridors as well as not having massive developments adjacent to single family homes.
- Spruce Drive, west of 37th Street. The road acts as an already busy artery for the dog park, Edworthy and the church. There is also traffic with the Wildwood Community Hall and Wildwood School. Also, the green spaces on the north of Spruce Drive act as the primary "foot traffic" area and as one of the primary interaction spaces for neighbours in the community. Adding a moderate to large-scale development to this key corridor would fundamentally change the spirit and culture of the community.
- 30th avenue corridor does not make sense. Expanding on the existing commercial/residential mix along 26th avenue does, but 30th avenue has no current businesses and would require disrupting significant numbers of families and is needed 2 blocks south of an existing mixed use area.
- Would like to see more density on 17th west of 37th and along 45th Street.
- It is not appropriate to re-zone R1 zoning along Spruce Drive for re-development. Spruce drive is already extremely busy with city traffic coming from outside the neighborhood to go to Edworthy park and church located on west end of Spruce drive. It is also extremely unfair to rezone as most of us bought a house in Wildwood because of the R1 zoning to live in a quieter neighborhood. It is busy enough already! We have also seen an increase in crime related to people breaking in to cars & garages.
- 33rd street, 45th street, 26th ave, 30th Ave are narrow single lane residential streets and should not be considered corridors like 17th ave, 37th street. The result will be closed in and uninviting.
- "Any Corridor away from the Transit hubs and the Westbrook LRT Area. We have a great Westbrook Village ARP - why aren't we developing there??"
- 45th Street is especially bad as it was not designed for excessive school traffic. And we already have parking issues from non-resident businesses in the neighborhood, and non-resident transit users. So on Corridors we have Businesses+Multires+Schools+Transit - please don't exacerbate traffic and parking with more multires."
- Not opposed to the development in the corridors of Kerrypark/Kerrydale rd - i would actually prefer to see Richmond Road not be developed for houses but for larger roadway to move people and remove traffic congestion.
- Spruce drive
- Just want to suggest that any future developments try their best not to create large traffic backups. I moved here from another province where there were many traffic blockages and disrupted the community wellness.
- The area around the 45th street station is already congested. Please no more densification nearby.
- Those are good residential areas that should be kept that way. As well, they are rather safe cycling corridors.
- spruce Drive- not enough space on the corridor for large scale- the green space along spruce acts as a walking trail. Would be great to plant gardens along or use the space to grow vegetables - the wildwood community garden is very popular

- Spruce Dr. Leave it alone! Wildwood is in old, well established, well constructed area. Putting up cheap four storey buildings that will inevitably be get reassessed for faulty construction is not welcome. Keep our area quiet. You need to create more flexible access into Wildwood/ spruce Dr area before growing the population. 45th and Bow trail left turn is a mess.
- Moderate to large development is not appropriate on 45th street or Bow trail
  - along Ave corridors limit north side to two floors to allow sun in community
  - 26th avenue will not be a bike corridor with this density as the volume of vehicles entering/exiting across bike lanes will be excessive
  - . There are no true bike lane corridors. not one street is exclusive - cars are everywhere - be innovative please.
- I think along corridors where you have higher density traffic in neighborhood edges may work. To plow a corridor through a neighborhood with a park is a disaster. And would just divide and ruin the community aspect.
- While very supportive of increased density I am concerned that four plus stories on 30th Ave southwest [especially between 39th St and 48th street] might be out of context with the community. I would favor this type of density on the 26th Ave and 45th St corridors.
- 80th Ave southwest. This would make the residential area even more unsafe. There are already increased fire hazards with new homes/ twin homes. Congestion is an existing issue and this will be made worse. There are existing corridors. 17th Ave, 26th Ave, 45th St, that's where development should be focused.
- I think four story Max buildings make good sense along 26th and spruce, 45th and 30th as these are very residential areas. I could possibly see larger ones along sections of 17th Ave and Richmond road.
- Richmond road, 45th St and 30th Ave are not appropriate. 2- four story not appropriate in this single family area.
- 26th Ave southwest. This is already a very congested street with lots of families /schools /daycares. The idea that four plus stories will bring people who will choose to ride transit is hopeful at best but not likely [there are already many great businesses along 26th Ave]
- on 33rd St between 18th Ave and 26th Ave southwest is not appropriate to accommodate 4 plus story development two story and two story duplexes would be the most appropriate. We have just started 2 attract young families again. 4 plus stories monoliths would not fit into our street
- Killarney Glen Court. Because it's already brilliant the way it is. The Richmond wedge. Because Richmond road east of 29th street is not a corridor but a dead end and that 29th and Richmond road intersection barely functions already
- 26th street is residential, lined with unique detached properties. This is in the centre of glengarry and with totally change the feel of the whole neighborhood.
- on the South side of Richmond Rd between 29th St and 33rd St southwest. The height would be out of place for the surrounding area. Because restrictions are in place for one story buildings on the street behind it [Hampton Crescent].
- only where there is commercial on transit hubs already, 4 plus story developments should not take place along corridors where it is low density.
- 37th and 26th. we bought our house and live on 28th Ave and 36th St it is a challenge to exit our alley a large scale development will make it worse. traffic, crime, noise, everything will be impacted.
- additional growth long 26th Ave should come with better pedestrian crossing options. This street is already extremely dangerous to cross was drivers typically not seeing pedestrians. [this should be resolved even without the addition of moderate growth.

- in Kilarney. 30th Ave [east of 37th St] is a quiet low traffic, low speed street with parks and schools along much of it. There are many people walking with dogs and children and many families in the parks. Building moderate to large scale density will increase traffic and make the area less safe and less attractive to families. The same is true for 33rd street [South of 26th Ave closed bracket these developments should occur only where the roads are already busy.
- most, if not all the corridors do not have adequate street parking. Also, increased road traffic will disrupt the quiet nature of the neighborhood. Already there has been increased traffic on 29th St to 26th Ave. And increased traffic has spilled over to residential streets that are now being used as 'shortcuts' by commuters, this is a community hazard in and around parks and green spaces.
- corridor development contributes to 'live local' and builds a sense of community.
- [Re]develop strip mall on 26th Ave between 33rd and 34th St for mixed use commercial/residential.
- The Spruce Dr corridor should be left as is. There is already too much traffic [too many people speeding through school/playground zones] if people in this community wanted an 'East Village' type of neighborhood - they should have moved there. Any development along spruce Dr would be terrible and not needed in this area.
  - No to 37th north of bow trail
  - Yes to Eastside of spruce Dr South of 3rd Ave already zoned!
  - No dripping down church on corner of Poplar and 3rd Ave.
  - No to expansion of commercial in our community park space
- the corridor of 37th St between boat trail and spruce Dr is not appropriate for moderate to large scale development. The addition of that type of building would be incredibly disruptive to the area as there is not enough parking or infrastructure to support. it would also block sunlight and change the dynamic of the neighborhood from quiet bungalows too high density in a negative way. I do agree with densification through duplexes but increasing building height is not the answer.
- see same comment as number one period plus the East/West corridors cast very permanent shadowing half the year. Suggest a limit is 4 stories and illuminate east West corridors where the north side is residential single story.
- see the above. The community has endorsed secondary suites and back alley garage development/ secondary suites. This community was not designed to accommodate large scale developments. The vision of how outside interest groups does not coincide with the residents of this community. Westgate currently is a good community with shared values and spirit. We enjoy and relish living in an area less concentrated with higher density and crime. We will fight to keep it that way.
- along 45th St from bow to 17th Ave. Currently busy with school traffic and this would increase it for residents.
- any property on the north side of a road that has smaller residential zoning north of it [shadow / dark] effect on those properties [EG north side of spruce Dr, north side of 26th Ave].
- generally, we are all for higher density, but, we also need to see investment and parks and amenities here before all the up growth. Where density is increasing, services should also increase. For example, we are not happy that the C train and rapid bus only runs every 15 minutes off peak times. This should be increased to every 10 minutes to increase ridership and better serve the area

- 45th street is lined with single Storey homes and green spaces. Moderate to large scale development is not appropriate or needed.
- leave all greenspace intact.
- nothing greater than four stories as the population density would be too high.
- stop building two story buildings that block neighbors' sunlight and takes away privacy.
- spruce Dr already a high traffic area due to the park users, showing of singles homes and drastic change to the character of the neighborhood. Please 'rack pack and stack by the Westbrook C train station on vacant land.'
- same as above: don't impose upon the pre existing community already there.
- Glendale on 26th Ave north side between 45th and 26th Ave is not appropriate for large scale development. I do not agree that row housing is appropriate for this particular corridor. a larger development would be disruptive to the community as it is more green spaces and single family homes.
- it's winter here six months out of the year, people aren't going to be walking in order to access their day-to-day needs.
- no more development/ congestion! More parks.
- spruce Dr, it is a beautiful street with lots of large growth trees.
- review the shaganappi ARP, the Westbrook ARP and the 17th Ave Main Street program, it's all there!
- did we not recently do the shaganappi ARP, Westbrook ARP and 17th Ave Main Street program? Is all that work being discarded?
- the corridors along 26th St SW, 29th St southwest and 33rd St southwest are not suitable for higher density. The current density includes a mix of options already, so increasing large scale development along these narrow streets will not add value. It will however decrease enjoyability and safety if density and congestion are increased.
- Bow trail, 17th Ave SW, and 17th St southwest could all have large buildings but leave out some of the smaller streets like 45th St southwest alone. Only small to moderate scale development along corridors near established residential neighborhoods. Again adequate parking would be required.
- it doesn't make sense to me to have linear areas of high density. I think high density to areas are best clustered around transit hubs and services/amenities.
- 26th and 29th street are relatively narrow. Higher density will cause traffic issues. Why is 29th St identified as a corridor?
- the portion of 37th streets north of boat rail maybe a corridor but it doesn't have the bus route - many of these residents would have to walk some distance to transit and may become card dependent. I don't know why the north side of Worcester Dr SW isn't considered a corridor- it is on a bus route. 8th Ave SW should also be considered a corridor and B intensifying, and should the Eastside of 51st St southwest.
- the 45th St corridor is nearly all single storey houses. 4 plus storey buildings are way too high
- spruce Dr and 37 St 4 plus is very nebulous definition and in most of the residential areas four stories would be the Max height desirable to increase density while retaining character. This is likely true in most residential neighborhoods in this plan. Instead of preserving unique and family-friendly neighborhoods that represent design aesthetics overtime this plan aims to homogenize across the city and force middle class families to the suburbs increasing commute times.
- we need better cycling connectivity in this area, maybe protected lanes or more filters that cars can't pass to give priority to bikes on residential streets

- area around spruce Dr and Wildwood school would close off one of our few open areas- traffic would increase dramatically near school and parks! Safety at school would be terrible.
- large and moderate scale development around parks is a terrible idea.
- This plan needs to be broken into more height categories to provide clarity and protection, three story townhouses offer density without significantly altering home values, sun exposure, profit maximization at the expense of the residence. Again, ignoring the Westbrook mall cement park makes one think that the city is recognizing the time and money and effort a developer would need to invest there to renew it. But the community payoff would be huge if directed there.
- this development at spruce Dryden Wildwood school would ruin the park and green space. Traffic increase would be terrible near school and park or we already have safety issues.
- They are established communities (some of the very best in the city) why would want to destroy them. I.e. More people, more cars
- Too many vehicles parking on corners. Unsafe for kids. These streets are unable to handle the congestion.
- We love having more amenities and urbanization in the community, but 4 avenues between 17th and Richmond seems excessive. Richmond, 17th and 26th ave are all partially developed and current traffic corridors so those make sense, but 30th is all residential or churches, and we don't need another road with a ton of traffic speeding through. Already drivers speed through this residential area and as it's developed with infills that young families live in, our kids need to be safe crossing streets to get to parks, school, etc. Developing 30th ave boxes this neighbourhood in too much.
- 17th Ave & Glenside Drive through to 45th St Station. There is limited street parking in this area (we live on 17th Ave). Large buildings dictate a need for ample street parking and given what is available it is not feasible.
- Along most of those routes these are really nice views of the mountains that is 4+ storey were built it would take away from the best views in the city
- The corridor along 17th Ave between 37th and 45th is very difficult to access from the side streets. Maybe including increased traffic lights or traffic circle to help traffic flow better for those living in Rosscarrock/ Glendale.
- All of it, look at Marda Loop development, roads cannot handle the large increase of traffic
- Wrecks the neighbour hood
- More people more cars more of everything
- I am concerned that there are too, too many bicycle lanes that are crowding the roadways.
- Yes/ tall is ugly!
- Spruce drive, this lies along a TUC and large-scale development along perimeter seems particularly inappropriate, with school, community & green spaces already there and Spruce Drive an access route to green spaces beyond (dog walking are; Edworthy Park) beware expected congestion, intersection 26th and 14 Ave SW (also applies to #3 below)  
Note: growing congestion 17 Ave at 33 St.
- 33rd street & 26th street south of 17th Avenue This is all low density housing and should stay that way.
- High rises separate people from the street- detaches people from street life lost in glass and steel- a profit for developers- neighbourhoods don't want it. Vertical space is unpleasant- have we not learned this? Protect the traditional neighbourhoods- tall buildings are for the rich it creates inequality. High buildings are not green not good for children

- I feel Wildwood in not a community for hi-density exposure. To suggest large scale developemtns along Spruce DR and the Bow River is ridiculously unreasonable... What are you people thinking???
- They build what they want
- Not on 33rd St or 26th St. Not all of our streets should be main streets. Maximum four storeys on any of these.
- 45 Street between Bow and 33 ave. Too many schools.
- 45th Street: 26 Avenue, Spruce drive
- These areas cannot handle larger buildings w/ more people. I bought in Glendale to have houses around me, not 4 storey buildings or in-fills.
- 45th st has too many 30 km/ hr zones.
- There are so many schools and parks on 45th st (or just off of it). Don't increase the traffic further with even more buildings you will put children in danger!
- No 4 storey development is appropriate for these communities- [illegible] 17 Ave SW & stay there!
- The heart of the community is very park like with a lot of mature trees & urban wildlife. This would ruin the community. Areas away from routes like Richmond & 37th should be kept to 3 storeys max.
- More traffic and Westgate and surrounding areas are quiet. It's neighbourhood as are surrounding areas. We do not need 4-storey buildings marring it.
- Same as above
- Increasing density is only one criteria city is focusing on. Downtown is empty. Do not try to ruin small residential areas. Loosing green yards, trees, established parks/ open spaces is priceless too.
- Shaganappi is narrow 2-3 blocks with community impact of tall building would create parking congestions (26A-rental) or loss of light/ character of 33rd Westbrook, loss of green yards...
- Along 45th Street and anywhere this is by a school/ playground would increase traffic & reduce green space. I do not believe 45th St. should be considered a "corridor"
- "Encourage more housing options close to parks to help "activate" parks & improve safety" Our parks are already activated & very well used, if anything increasing housing surrounding them would make me feel more unsafe. Stop with the catchy language this one makes no sense at all.
- No build up near schools or near parks. Don't put more traffic in 30 km/ hr zones!
- Current parks and green space should not be destroyed by additional development. Why is the city bent on destroying Calgary's best neighborhoods in the name of progress and urban density and now claims it is good for the environment too!?
- It feels a lot less like a small community if there's a bunch of condo buildings. It feels like a family neighbourhood & I want that to be maintained.
- Along 29 St SW & 26 St SW
- This street is too narrow and there is no parking already!
- I think this is dependent on the corridors. I'm specifically against this along 45th ST SW where it would split our communities apart (Glendale & Glendale Meadows). Currently many kids walk to school within the community and this density would do more harm than good. Along 17th Ave & 26 Ave makes sense though.
- The only [illegible] we would oppose the 4+ would be the stretch along 17th Ave, East of 45th St. to 37 st.
- Selection by city of corridors where elementary schools exist risks safety- Increased traffic caused by increased density along 37th st & 36th Aves [illegible] already cause

risk to foot traffic- which there is plenty of now... no traffic parking at school zones has already caused concern. See above re: waste management

- Streets with lots of stop signs and/or 4 ways and/or elementary schools, and/ or parks are not supposed to be loaded with traffic. No moderate to large-scale development on: 8 Ave Sw, 45 St SW, 26 ave by 45 St, 30 ave
- Are "corridors" west of 37 st. These are residential streets not roads intended for lots of traffic. Too many stop signs, school zones, park zones.
- I count 8 schools on 45 st. Lots of greenspace too. Not sure about the other streets but schools and parks mean children crossing and parents parking. Apartments cause parking problems and more danger to kids from cars.
- Can only comment on Glenbrook. No 4+ storeys on 45 st, 26 ave, 30 ave. Too many kids crossing for school/parks. Streets have too many stop signs.
- 45th street- between 30 Ave & 17 Ave – this is a park area with school zones- single family residences are most appropriate.
- Parking- high density issues.
- Side streets where less than 4 lanes exist.
- South end of 45 St, large condo buildings and commercial units will split the community of Glendale. Probably similar for some other communities. Better to limit to main roads and next to existing commercial areas.
- Same as above
- Spruce drive. Not enough room to build 4+ storey development & not crowd existing housing that is there. The area is currently a very popular walking/ running route. There is development along Bow Trail which is already close enough making the walkability of Wildwood already very good. There does not need to be development of the Spruce Drive parkway for additional development, keep and enhance the green space that it is.
- Not appropriate along spruce dr. corridor. Is used a lot for walking dogs and is a major parkway in Wildwood. If all the trees are cut down along this way to make way for 4+ storey development, it would make many people very upset. Keep as park.
- Spruce drive! That is crazy. Already busy road, mature trees (spruce) that the community was named for. Parking? Electrical lines- What are you going to do with those. Tax payers incur that cost. 45th & 37th not much better.
- Spruce drive & 45th streets this is a R1 single family neighbourhood. We do not want the character of the area ruined by multiple unit construction. We pay far too much for our homes & exorbitant taxes to destroy the integrity of our area with rentals and associated traffic, cars, garbage & increased crime. Green spaces are far more important than more housing when land is available at the Ctrain.
- Green space along spruce drive does not seem like an appropriate area for large scale development. Why... because the space does seem large enough w/o affecting existing community
- Bow trail corridor west of 45 St SW. Too much high volume traffic on Bow to make 4+ attractive to buyers need sound wall on south side of bow trail to match existing on wildwood side. 4+ backing onto existing R1 not appropriate for privacy
- I hate, hate, hate the thought of great big honkin' buildings going up along Spruce Drive!
- Spruce Dr. The 4+ storey development will be too close to the existing houses & will block all the sun. keep existing corridor as green space & develop more as park w more trees & benches & pathways
- 45 Street 26 Ave- Richmond Road
- 30th Ave between 45 St- 51 St/ Spruce Drive Has been R-1 zoning single family dwellings on 50 ft lot. No rental homes.

- Please keep as a community of responsible homeowners with clean yards and uncluttered alleys.
- Where are these development residents supposed to park? Insufficient space on street.
- Side streets, keep them on 17th Ave, 45th St. 37th st but not the slow limited parking spot side streets.
- 30th ave, should be removed continue with existing zoning bylaws, where there is R1 and R2 zoning leave as is.
- Spruce Drive- powerlines on south side and spruce trees on North side-
- 45th St in Wildwood- adjacent to school- likely inappropriate
- The green belt along Spruce Drive is a quiet and well tracked greenspace, for running, dog walking, biking. To give this up for development would significantly reduce the community atmosphere. East side of 45th at Spruce Drive. This is a school and community center, both of which we need more of not less. Try buying one of the four churches in walking distance.
- Spruce Dr, 45 St, 37 St, north of bow, 26th, these roads aren't appropriate for high density. How are you protecting property values for homeowners in the corridors?
- Again, 4 storeys would be appropriate for these areas, but as a maximum no plus!
- Spruce Drive has overhead power lines, gas line & waterline in the right of way areas.
- See above.
- If Marda loop is an example of what the city is planning, turning parts of Glendale into a similar idea would be unwelcome. The traffic & chaos has increased since all the 4+ storey building has gone up.
- Not appropriate to have any large scale development along Spruce Dr., by Wildwood school, Wildwood Comm. Centre and park. People in wildwood are attracted to live there, and pay higher taxes, because of a love of nature, quiet, and green spaces.
- \*Traffic along 45 St
- I love Westgate community & have lived here since 1973. I enjoy the single family homes, the friendly neighbours and the increase in young families moving into the community. Our neighbour is very walkable and many people walk to transit and Edworthy Park- The area around the schools 8 Avenue & 45 Street is already very busy and the density should be kept low.
- 26 St, 29 St, 33 St and 37 St are not suitable- these are narrow streets where parking is already an issue and large scale developments will only contribute to the problem.
- 45 St between 17 Ave and Spruce Drive are not suitable because there are so many schools along this stretch and large developments would contribute to traffic congestion making it unsafe for kids walking to school.
- Spruce Drive – south side not suitable due to overhead transmission lines; north side not suitable because it would take away valuable green space which is well used as a walking path and would also place high rises on the doorstep of single family homes thus driving existing residents out to the suburbs and so creating more urban sprawl.
- All of them, create [illegible] social areas and support businesses commercial space.
- Same response as #3 below
- Parking
- The cap on corridors need to be maximum 4 storeys. Not all streets in our communities need to be main streets
- You continually talk about increased density in establish communities, more walking, biking and riding the public transit. I see the buses and trains go by with only a few people aboard, is this efficient use of public money? How about buses going only to C-Train stations and not passing each other on the road. The C-Train and stations being used by the homeless population?



- The only development that should be allowed is 3 and under stories. 4+ storeys completely change, a residential neighbourhood into an unattractive, busy, noisy, hub of development. Not interested in living in these areas at all!
  - Along all corridors that run through Killarney as those roads are already busy and there are lots of young children.
  - How is 30th Ave a corridor while Richmond road (between 29th & Crowchild where it is divided) is not ?
  - 4 storeys max, Please plan for solar panels ie. South facing has priority & gardens around & green balconies.
  - Most definitely not appropriate along 45th street & 30 Ave SW. I see many children walking along both streets to school & to playgrounds as well as mothers pushing strollers with toddlers trotting along beside them. The area along 45th street from 26 Ave to 17 Ave is very crowded with children pulling sleds in winter playing & running down the halls in summer as well as adults strolling etc. it is very much a street where families congregate to walk & play
  - Spruce drive, 45th street in wildwood. 37th street in wildwood. Will displace existing residents. Not desirable.
  - There is never enough parking space in the 4+ buildings so corridors become too complicated. This is very difficult to combine with walkable/ bikeable infrastructure.
- 
- Same as above.
  - Disagree doing this in all areas!! This makes zero sense to do. This will create too dense of a community that is not designed for people live here for a reason.
  - Along 45th Street- many playground zones & parks- additional traffic & perking issues would cause problems & safety concerns for young children.
  - Not sure about "around parks and open spaces"- may encroach on enjoyment of parks by all community members and reduce openness in area around the parks. Ok if thoughtfully done to reduced that impact, and adequate parking in the plan to reduce overloaded street parking.
  - Leave the communities alone, residents are renovating the communities. It's important to keep the make up the way they are, it's the appeal of living in these communities
  - Anything more than 2 to 3 storeys (about 9 metres high) is too large and out of proportion for any transit station areas and any corridors you are identifying. This is not at all going to integrate into the community. It will just create too much density and too much stress into a quiet family community.
  - Traffic flow in becoming more of a problem. Do not add unnecessary congestion.
  - Do not come into well developed single family home streets and build these huge complexes.
  - I think building high rises next to schools & parks is diastrous – it's where all people live & play Concerned specifically about 45th St North from 13th Ave to 10th Ave SW
  - 33 Street/ 26th Ave- 30th Ave
  - This is a very busy area what with an elementary school- (traffic and parking challenges in morning & afternoon), two small strip malls (all staff park on side streets and jockey for spots during school hours) The Ukrainian centre (33rd & 28th) has events and this also make parking a challenge. Adding 4 storey to the area will just make it worse and take away daylight from existing houses.
  - Moderate to large-scale development is not appropriate for those condos located east of 37 St SW. This is a residential area with mostly single family detached homes and newer duplexes. Major developments in this area are inconsistent with the look and feel of the

area. It would not integrate well into the community as there would be significant disrupting in the size of the development as compared to neighbouring residential structures. Further [illegible] of these areas have no existing commercial development. The sidewalks along the corridors are very narrow and not pedestrian friendly. These areas would benefit from wider sidewalks and the addition of boulevards to encourage walking. They currently feel unsafe to walk, especially with children.

- The main corridors make sense. The remainder of the plan seems to prioritize the interests of developers wishing to build large multicenter condos and rental apartments. Again, this prioritizes developers over the interests and character of the neighborhoods.
- Bow trail is already very congested with traffic- more development would make it worse. 17th Ave- 45th St are the same.
- Bow Trail other than a 2 storey building will impact (negatively) the amount of sunlight that those who live on Windermere Rd will get. Also is the current infrastructure able to support this growth.
- Large scale development along the residential roads (45 St) (spruce Dr) takes away from residential area- there would be safety concerns (ie children in area, increase in vandalism, etc) and loss of pleasing views when walking (especially down Spruce Dr).
- Along 26th & 29 St both parking and speeding issues contribute to lack of safety in the area.
- All Glenbrook should be zoned R2 because we have extremely large lots, and lots of space to develop. Please consider areas west of 45 St for rezoning. It does not hurt anyone.
- Killarney Glen Court located between 33 St & 29 St SW and south of 30 Ave SW is made up of 220 affordable townhouses. It is the only affordable housing in the Killarney area and is surrounded by duplexes that sell for \$900,000. It is well maintained and should not be included in your corridor areas. Your plan should consider maintaining diversification, and affordability.
- Public space cannot be only green space. Every property and development needs green space allocation s ([illegible] at risk)
- Too dense
- Poor traffic flow, wind tunnel
- Infills have been okay for most part
- Need far more work on architectural and materials standards. Eg Marda Loop on 33rd is an abomination of excess density & ugly architecture
- The area north of Spruce Drive should be preserved. It is a well-used green space & tall structures will cast shadows on the residences to the north
- Too high a density for more single/double family areas.
- Enough is enough in these specified areas. Currie Barracks alone is so dense, or will be, it will provide enough housing for this area.
- Taller buildings block light. Look at the lack of sun in our downtown core.
- Development along 33 Ave S.W. seems questionable & 33 Street SW as well
- Spruce drive- Expensive homes in the area- Edworthy park is already a busy place let alone adding apartments.
- Nice community, too bad to see apartments go up so close to one of the cities nicest parks.
- As above- pollution?
- All of them! We need green spaces!
- 33 St SW between 19 Ave and 26 Ave is a residential street that happens to line up with the road between Bow trail and 17 Ave. Other than that it is the same as 32 St & 34 St

(Parallel to it) It is too narrow for buses and too busy for bikes. If anything stop signs would increase pedestrian safety.

- On the north end of 37 st after Bow Trail there are too many cars trucks buses you people suck
  - 37 St north of Bow Trail is already a challenge to let out of Wildwood. It's only 1 of 2 arteries to access Wildwood. Increasing densification of 37 St., Would create a nightmare for local existing residents.
  - Leave Richmond alone. The population bubbles all around create enough density. Services while nearby. Services while nearby are not convenient. There must be breathing room somewhere.
  - Spruce Drive, 45th street, 37th Street, 26 Ave. These areas have moderate residential infrastructure in place which do not support large-scale population density. They are more suitable for town houses & infills. These corridors are close to necessary shopping amenities (i.e. Westbrook Walmart & Safeway) but not so close that one doesn't need a vehicle. These corridors have little retail that is accessible with by a 10 – minute walk and roads/ infrastructure primarily designed for commuting in and out of the community (i.e. little short term parking, very close to house & schools) the idea that a developer can stick a bunch of 4+ storey condo buildings on Spruce Drive and not increase vehicle congestion, safe & safety , and community appeal/ feel is ludicrous! Not every community can be made into Marda-Loop
  - Moderate to large scale development along spruce drive is not appropriate (Corridors). Allowing more homes along this corridor would ruin this neighborhood, with over crowding, increased road traffic (public transport is not sufficient to reduce traffic, and cycling to work is not realistic for most people from this neighbourhood). Putting children at risk. The whole reason we moved here was for the lowdensity
  - Height of buildings along corridors should be no more than four stories.
  - Get rid of the homeless, thieving meth-head junkies
  - Along Spruce Drive and 45 St. North of Bow Trail. These are lovely single family homes. I live in one of them. The value of my property is based on this area being single family residences. And my retirement is based on the value of my house. Building large scale developments in Wildwood is unacceptable. I've put a lot of money into my house in renovations. I'll never get a return on this money if you start putting large scale developments on Spruce Drive. Absolutely unacceptable!
  - The more moderate development we allow the less need the will be for large-scale
  - Corridors such as 26 St SW & 33 St SW are mostly single family home streets & large scale development would not integrate well with the existing homes (Street Scape) Vibe. The 26th Ave corridor already suffers from unsafe pedestrian conditions- development would only exacerbate that.
  - I think any development should be limited to 4 storey or under, going above this will not be good for community congestion.
  - See above and: 29 Street and 26 Street for the same reasons noted above.
- 
- They are not appropriate anywhere. We were and still want to be “bungalow” communities, especially Richmond Park.
  - Same reason as stated above

- 33rd/ Richmond road between 29th & 37th is a bottleneck! Don't add to the congestion by increasing development along it! There is no parking space. Marda Loop is a nightmare. We are so happy to be on the west side of Crowchild where traffic & congestion isn't as bad. Would need to widen roads to support further development
  - Restrict the height of developments permitted along 26 St SW, 29 St SW & 33 st SW. These are residential-specifically single family & duplexes that make up the neighbourhood. 4+ storey developments along these streets would destroy the heart of the community
  - Leave houses on 30 Ave, Same on 26 Ave where there are single homes 45 St from Richmond Rd to 17 Ave no 4+ storeys
  - Need to keep a few East/West corridors free flowing. East/West travel is extremely slow in the city without higher speed roads.
  - The map designates Spruce Dr. as a corridor for moderate to large scale growth. Spruce Dr. is a major utility corridor and would appear to be unsuitable for any new housing development.
  - 37 St North of Bow trail
  - Spruce Drive
  - 45 St 17 Ave- Spruce Drive
  - All residential neighborhoods with established feel
  - 29 St & 26 St- Residential Neighborhoods
  - I would only support this if there were adequate or reduced parking on street.
  - Leave spruce drive SW alone. Leave our green areas open & available. We need green grass & trees for humans & the birds
  - We do not need an influx of people the corridors are already super busy, already has traffic concerns- special w/ in 1-2 blocks of a school- it would weaken the community structure and kill the neighbourhood decrease road safety for kids
  - These are residential single family home areas where people have spent large amounts of money already building infills and beautiful single family homes!!! If sun access as well as views for these homes are blocked expect people to revolt on taxes when you try to assess their homes and collect taxes when you are putting large buildings around them no to 45 st in westgate & anywhere in spruce cliff
  - 45th street
  - These corridors are basically single family dwelling that enjoy the quality of the community. If business development has to be a priority then take it to 17 Ave & westbrook Mall & develop 1000 coffee shops- like we need more of those.
  - Yes it is not appropriate. The corridors identified are not corridors, they are community streets. 17 ave might be the only place where appropriate, put then you have parking and shadowing issues once again.
  - Same as below I am a little bias but if it ain't broke don't fix it [removed]
- 
- The corridors identified at 26 Ave, 30 Ave & 45 St SW are unacceptable. The roads should be for local communit but used for short cuts when needed. I can accept up to 4 storey buildings along 37 st & 17 Ave South Side.
  - If along 17 Ave, 26th Ave, 45 St row housing would work better than a large scale (4+) apartment building. Roads and infrastructure currently would not accommodate major changes (high density traffic)
  - The reality is that this utopian dream is 150-200 yrs down the road 1 or 2 generations of houses. Because there is not the population base to support it now or the foreseeable future.

- Once again building high density large scale in these areas do not fit in among single family dwellings. It depreciates all surrounding homes, divides the community and puts a strain on the infrastructure of the area.
- Same concerns as above. What does 4 storeys plus mean? In all these areas 4 storeys should be maximum. Currently Bow Trail between 37 Ave & Sarcee Trail is not more than 4 stories so why consider > 4 storeys for other transit hubs & corridors.
- 17 Avenue is a "main" corridor moving a large volume of E-W Traffic and always will be a primary traffic corridor whether for gas, diesel, electrical or fuel cell cars. 17 Ave east of 37 St is now a mess of back-ups, poorly coordinated lights and in some cases, dangerous intersections with poor sight lines due to pink pots. We do not need more of this chaos west of 37!!! 45 St is a bike route. 26 Ave is a bike route. The last thing we need along these roads is 4+ stories and commercial development. The chaos on 17th Ave has already moved more traffic onto 26 and to poorly coordinated lights contributing to heavy traffic development of 4+ storey development on 45 would make this route less attractive to cycling & delay emergency services. On 26 it would endanger cyclist & cast shadows on homes to the north and compromise yard privacy
- 45 St. between 26th Ave & 17 Ave
- This specific area is currently all single family homes. It is also the dividing street between Glendale & Glendale meadows, any development along 45th St. would destroy the community feeling that presently exists between these 2 neighbourhoods.
- These are residential collector streets in areas where people bought homes not realizing that the city would constantly challenge its own zoning guidelines. Glendale is very adequately supplied with commercial areas and streets. Proposed increased traffic along these streets threaten the liveability of residential areas.
- 45th street- between 17th Ave and 30th Ave. Seems very inappropriate.
- Of all the development themes, I am most supportive of moderate to large-scale dwellings along major corridors. There are 2 areas indicated that I do not feel should be designated as corridors: (1) 45th Street between 30th Ave and Grove Hill Rd- there are so many playground zones, parks and schools and general heavy use, that additional traffic in this area caused by increased density would be a safety issue. This street simply was not developed with large dwellings in mind. In Glenbrook, 30th Ave should not be considered a corridor- there are too many stop signs, and moderate to large scale developments would not fit within the neighbourhood. If the entirety of 45th street was deemed a corridor, the intersection of 26th Avenue and 45th Street requires a street light rather than a 4 way stop. I am especially concerned about the zones adjacent to Turtle Hill and Glendale Park, which is a highly trafficked area for sledding, dog walking, and other use and enjoyment throughout the year. Additional large scale dwellings would reduce parking.
- High density isn't appropriate within established single family residential areas on 45th street and 26 avenue. The infrastructure does not support the increase in density and doesn't mean people would walk, bike or transit in these areas. As it stated in the pamphlet "they could choose" to do so, does not mean they will. Only guarantee would be more traffic. Higher density on 17 Ave & 37 Street with ample underground parking could be a better option.
- I personally think that the street of 26th street is also a street lined with beautiful houses. All homes have been newly constructed and it is a beautiful single dwelling street. Some areas like Rossbarack, have very old unattractive homes and the invasion into this area would to me be more suitable around police stations, fire halls, etc. more appropriate than fragile ravine area that hosts many activities.

- Yes it is not appropriate in what you call corridor. There is residential in all that area. Corridor areas. 45th street is not a major corridor there is at least 3 elementary schools & many parks on 45th. 26th is not a major corridor. 37th is not a major corridor
- The main corridors in the Westbrook communities consist of Bow Trail, 17th Avenue, and 37th Street. These main corridors are the most appropriate streets for moderate to large scale development. However, the vague "4+ storeys" definition is concerning, as skyscrapers along these routes would be very inappropriate. Moderate sized buildings would;d be acceptable (3-4 storeys). In addition to housing, any retail space included should only be on a small-moderate scale (other than the Westbrook mall area).
- The smaller streets marked as corridors (including 45th Street, 33rd Street, 29th Street, 26th Avenue), should be left as communicating routes primarily for residents. The impact on parking and local traffic if these smaller corridors are allowed to be used for moderate-large scale development would be very detrimental to our communities.
- In particular, the disruption of our park spaces that would occur if development is allowed along the greenspaces on these routes would be extremely undesirable. This is very true in regard to the greenspace/park that runs through Glendale from the ice rink to Optimist Park. This public greenspace is integral to the Glendale neighbourhood. It is extremely well used by people on bikes, walking, jogging, playing sports, children playing, gardening, and walking the dogs. Throughout all four seasons, neighbours meet and chat regularly in this communal space, and many residents enjoy, and are supported by, the social connections in our green space, together with the experience of nature. Because the greenspace spans across 45th street, and the crosswalk is regularly used to go back and forth, any development along this area would destroy this vital community connection, and be very inappropriate.
- 26 Ave is a well used bike path, and I would want to ensure development was well aligned & did not impact this. Equally this is true of 45 street.
- 17th Avenue- 37th Street area S.W.
- 26th Avenue S.W.
- These corridors are not needed for development because there are enough places for shopping or places to live; visiting doctors and other health needs.
- Development of larger structures along 45 St will exacerbate an already existing traffic problem as well as cut our neighbourhood apart. Turtle hill is a busy park and this will cause safety issues, with the increase in traffic.
- If development allowed along these corridors. The property values of homes backing onto these developments will be negatively impacted- opening the door for these properties to be rezoned- and so rezoning creeps deeper into the communities.
- This definitely not appropriate in areas like 30th Ave SW, 26th Ave SW & 33 Street SW. we recently purchased in this area because it is quiet and a ideal place to raise our children. We do not need added development in these areas. We are very against this plan!!
- Yes it is not appropriate the streets that you've identified are not all major corridors. Like 17th Ave.
- Between 17 Ave SW & 26 Ave SW on 45 St. Do not take away any park space. Any development here will greatly reduce house values in a desirable neighbourhood. There is no road infrastructure to support any large-scale developments
- All areas highlighted
- I would prefer to see townhouses or row housing only two stories high. Perhaps builders could also incorporate basement suites with the townhouses, to incorporate more occupancy.
- No high rise development on parks.
- Yes, larger developments on major roads is good.

- All along 26 Ave. from 51 St east to Crowchild Trail. You are spending big money to try and keep seniors in their own homes and give them a sense of independence which includes automobiles. We need wide open streets that will handle the increased flow of traffic and which we seniors can still see bikes and pedestrians. Don't do to 26 Ave what you did to 24 Ave NW from Crowchild to 14 St. That is embarrassing!!
- Large scale development means more cars. With recent changes to 37 Street its reduced parking & reduce traffic flow adding more traffic is going to make us in to Marda Loop which is a traffic nightmare. I don't want that for my community.
- No moderate to lg. scale is not appropriate. Maybe a 2-3 story max would work in some areas of the selected corridors.
- Yes, not appropriate. This changes the dynamic of the neighbourhood. 4 stories or less on 37 St or 17th may be appropriate, but not secondary corridors such as 45th Street SW
- 17th Ave from 45 St to 37 St.
- 26th Ave from 45 St to 37 St
- 45 St from 17 Ave to 35 Ave
- 30th Ave from 37 St to 49 St
- Large scale development would add (speeding) vehicles in residential roads. & encourage loitering from homeless accessible by the train
- Any 2 lane road should not be considered for any dev't & 4+ storey. A lot of arguments from #1 apply here as well. 2 lane corridors are mostly single family bungalows +2 story homes & traffic would be increased exponentially. Shadow effects on these homes would be significant (bye bye solar panels) & would create congested tunnel-like thruways (ie Marda Loop) which would not promote community pride or spirit. Max allowable height, 3 residential storeys would be more reasonable
- 26 St SW does not have the volume of traffic of the other corridors. It's current zoning has resulted in some increased density with duplexes. I would prefer to see the busier streets developed first. Also, 45th St between 17 Ave & Turtle Hill Park has no commercial development and 4+ story units would be inconsistent with its character
- In the vicinity of parks/ green spaces- should be kept a minimum 1 block away
- Definitely not
- 4+ stories is not appropriate anywhere along these corridors.
- 26th Ave should be a maximum of 4 stories
- 30 Ave. from 37 St to 51 St with 4+ storeys on both sides would look like a canyon similar to 26 Ave west of 14 St. 45 St. throughout will suffer a similar fate.
- Transit hub/ Activity Centre the area around Glengrove Close should be left as is. Left as a Community Private Residential Area. The need to protect open spaces, and community activities is important. The private units enhance the dog walk playground area along with the existing green bush forest in the area
- The four high rise units would kill off that feeling of openness/ open space activity recreation and the culture of dog walking and exercise in the area.
- The corridors along the quadrant of 26 Ave SW/ 30 Ave SW/ 45 St SW
- Given the well established neighbourhood having moderate/ large scale development would not be appropriate since older growth trees, green spaces maybe impacted Additionally there is already high traffic and movement due to the existence of multiple schools so availability for parking as well as securing safety of children could be an issue with increased density.
- 45 St, 26 Ave and 30 Ave should not have this type of development. Traffic and parking and the fact there's schools in the area are good reasons. Yes 26 Ave and 45 St are bus routes but most apartments offer insufficient parking or none at all.

- 26th Avenue and 45th Street are already too crowded with respect to vehicle traffic.
- 45 St. & 26 Ave Sw
- 45 St & 30 Ave SW
- Doesn't fit the area. Also limited parking
- 45 St & Richmond Rd- might be ok- would have to be nearer to Richmond Rd.
- 45 Street as marked would become a canyon between mountainous buildings, as Marda Loop 33 Ave has become!
- 30 Ave is not nor ever has been a "corridor" street. Traffic thru that route must be discouraged.
- At intersections of 2 corridor roads (eg 30 Ave & 45 ST SW) there should not be 4+ storey developments. With more people there will be more vehicles parked on the street making it harder to see traffic coming in order to cross.
- Every area
- 45th St. Too many school and park speed zones. Few amenities on it or nearby streets. Stop growth of 4+ stories west of 37 St (2 grocery stores, lots of amenities there).
- 26 Ave SW b/w 37th St and 51 St SW
- 45th St SW b/w 17th Ave & Richmond
- 30th Ave SW – not a main corridor
- Will increase noise in [illegible] crowding
- All of the above areas do not have the room to support this growth already significant traffic & street parking
- In Glenbrook, 30th Ave is not a corridor.
- All Glenbrook corridors are inappropriate with the exception of 45th St to 37th Ave (near the busy Richmond road). Or by Richmond Road.
- In Glenbrook, 30th Avenue is not a main corridor. Although the city has made it a 50km zone, it is not set up as a main thoroughfare..
- It is absolutely not appropriate to have any 4+ stories (that are not already existent) added to the Glenbrook community. We paid good money for an established community with big yards, big trees, and quiet streets. 4+ stories around any parks/ green belts should also not be an option as our parks must be protected.
- Multiple 4+ story buildings along Richmond Rd would only add to congestion noted in (1) above. Watch cumulative impacts! As someone who lives close to Richmond Rd I am concerned about noise, congestion and air quality associated with high density in the SW corner of the plan. I don't want vehicles backed up and idling as multiple lanes jam up after 37th Street (heading east).
- Corridors should be wide streets with 50 km/hr all the way down it, no stop signs/4 ways stops.
- Definitely not 45 st SW, 30 Ave SW, and probably some of the other streets you want.
- There are 4 way stops, schools and parks all down 45th st from Bow Trail to Richmond Road. At times the traffic is already too busy on this street.
- 37street is a corridor – most of your "other corridors" are just straight residential streets with stop signs and school zones.
- 26th Ave and 30th Avenue.
- 45th St. Multiple playgrounds & school zones and increased cars & traffic makes streets less safe.
- Along 30 Ave SW, Spruce Drive SW along 45 st between 8 Ave SW and 17 Ave SW. These are residential areas with homes/ duplexes. A large-scale development does not fit in this kind of area and would likely increase traffic for which these areas are not suited.



- 30th Ave in Glenbrook is not a corridor – it is completely different from all other West-East roads highlighted in yellow
- As the city [illegible] initiated [illegible] the Richmond regional park [illegible] contaminated land for the baseball fields [illegible] and the city done enough damage to our community
- I do not feel area adjacent to the parks are appropriate for 4+ storey developments
- 26 Ave S.W. from Crowchild overpass west up to 37 St. SW. The city constructed the sidewalks to restrict vehicle use < encourage bike usage. As soon as you allow higher buildings (especially on south side) of 26 Ave SW then there will be less chance of ice build-up melting in winter time/ spring because there will be much longer periods where the avenue will be in the shade. It will lead to unsafe conditions for cyclists!
- See comments above! Also water, sewer and electrical systems are aging out. Sewer problems are common with all the infills, adding more people per street using old infrastructure. We have been told if more than 4 EV's are charging on our block, it may lead to brown out. "upgrade" inner city first!
- 26th Street S.W. – Is this a joke? The City of Calgary wants to put 4+ storey condos next to single family homes & duplexes?? This will absolutely change the community feel of the street. How is it fair to existing home owners that the city can randomly change zoning by-laws like this? The City of Calgary is already quadrupling density in Killarney with fourplexes. With fourplexes,
- Corridor along 26th Ave is walking path to Richmond Elementary, development makes this busier and more dangerous for children to walk to school.
- Development along intersection of 29th and Richmond road threatens access to community behind as experienced already with land use changes.
- Development along Richmond road corridor threatens accessible housing already in existence. City has made no guarantee new developments will be affordable or will actually help housing crisis.
- I am totally against any 4+ building in the corridors- especially from 33rd east. Traffic is bad enough without increasing density- it is good to have low density along some corridors to lessen chaos.
- Listing 30th Ave as a corridor seems a stretch to me, as well as 33 St. 33St & 29th St are already quite narrow with parked cars adding more people & congestion would make it less bike friendly. Would need real bike lanes, not just paths with many street crossings like opn 37th St.
- This might work in some "corridor" areas, but what is shown on the map would overwhelm the area with traffic congestion and parking problems.
- 4+ not appropriate 4 max.
- Strictly speaking for Killarney.
- 33 Street is not appropriate for larger scale developments, south of 19 Ave.
- This street is relatively quiet and low traffic relative to its counterparts 29 St and 26 St. The street is also more narrow than 29 st and 26 st, meaning passing vehicles have to take turns when parked cars are on both sides. It should not be widened!
- Spruce Drive in Wildwood is already very busy w/ cars
- Density should be focused in walkable areas (Wildwood isn't very walkable)
- Corridor along Spruce Dr. makes no sense. Roads see access from neighborhood. Access to Bow Tr. From 45, 37, 33 str increasingly problematic already without increased density, Spruce Dr. heavily used by cyclists (commuting, recreation), which is a success. Also very frequently used by families, children, elderly. Increased density= more cars parking & existing road= major safety concern!! Also doesn't fit w neighbourhood.

- It's too much to have giant complexes next to bungalows. That is why I bought in this community years ago!!!
- Pertaining to Spruce Cliff
- I do not support this high density approach along 37th Street SW & Spruce Drive. Specifically areas along 37th Street have been converted from bungalows to infills already. Nothing is gained by building giant complexes that the community cannot support ie) parking & safety. Bungalows would be behind giant complexes. This is not appropriate.
- 37 Street- category corridor does not align with safe street environment. Significant redevelopment has occurred already with infills. Lining the street with 4+ storey dwellings would divide the community. More appropriate would be 38 Street north of Bow Trail to 4 Avenue. Also 37 Street is an extremely busy road for traffic only to be made worse with higher density.
- "hands off" Spruce Drive. It's a space that's loaded with cyclists/ cycle commuters, walkers, dogs, etc etc etc. Activities we need to promote changing that 'corridor' would change the entire essence of the community of Wildwood.
- 33 St between 17-26 Ave is very narrow due to parking from duplex/ infill redevelopments
- 26 St between 17-26 Ave similar problem.
- \*Added traffic would be a problem.
- 37th St- A 4+ story building could significantly impact the privacy of single family homes on 36th & 38th. I believe any multi+ unit housing or develop should be <4 stories
- Spruce Dr from 37 St westward to Windermere Rd. It has been strictly residential and as a "corridor" it leads nowhere. The nature of some "corridors" changes substantially: 37 St is commercial & multi-storey south of Bow Tr., duplexes & other N of Bow Tr., then strictly residential N. of Spruce Dr. Also concerned about incr. population at 45 St & 5 Av where small children cross to schools several times/ day.
- I am generally in favour of increased density but the examples of 4+ storey buildings on Page 5 are too big for many corridors.
- The corridors around/ through Westgate are not in need of higher density.
- Please stop trying to destroy my neighbourhood.
- 45th St is already too crowded with traffic and adding more would be a recipe for accidents
- Along 8 Av, 10 Ave, Westminster Drive 47 St, Westwood Drive & Waskatenaw Cres. Please remove these locations. Our community is quiet and family orientated with new homes & redone homes.
- 45th Street should not have 4+ storey building.
- Bow trail & 17th Avenue currently have some commercial buildings. These are fine as they create limited traffic problems on the corresponding roads. Unfortunately, there is not room to add extra stuff. Tearing down homes and replacing with bigger buildings would make these areas more congested. 45th Street is not very functional currently given the schools and playgrounds along the road. Adding additional high density housing would move this to a horrible traffic jam for community residents. No! No! to increased density here.
- Some of the houses along the community focus corridors are the nicest houses in the area (Turtle Park) 4 story buildings would block views, sunlight, etc. Keep moderate to large-scale development to Transit Hubs/ Activity Centres/ Corridors
- I believe areas within an inner city community where traditional homes are bungalows and moderate to large scale developments would change a community by losing a 'cosy

neighbourhood feel'. I would also change the dynamic of inner city communities to be more transitory in people; and can cause property home prices to drop or stagnate.

- Don't wreck the greenspace along 45th by the west man or place. My dog likes it. I talked about it in the page attached.
- This density has already been decided! Are you in the pocket of developers?
- Not again!!
- This density has already been decided
- As above.
- We have lots of density around our parks.
- You have done enough damage to our community
- No where in Shaganappi, except along 17th Ave, where it has already been rezoned.
- Not appropriate along 26th St between 14th Ave & 17th Ave. (looks like you have marked as corridor but is hard to tell from map.)
- See map no more density!
- Corridors need to be thought out properly. This can not be managed by the developers. Parking, emergency services, and schools need to be considered.
- The community nature of our area already well established and would not benefit from increased density. Streets and bike lanes are already crowded.
- I don't mind the 4+ buildings on 17th ave corridor. Having walking distance stores but not on 26th SW between 17th & N bow these are already enough zoned 4+ in this part of Shgnappi point
- Okay with more development & businesses along 17 Ave & other corridors
- Corridors were already identified through community engagement. Further density is not welcomed and will overcrowd parks, infrastructure.
- This development is not appropriate along Spruce Drive along 37th Street and along 45th Street North of Bow Trail. Increased traffic and heterogenous populations that accompany this type of development would fracture this family community and pose safety hazards for children of the community especially while they are running around the community riding their bikes with friends and travelling to and from the community school! Residential townhouses are more appropriate development along these corridors, extensive development along these corridors is also too close to the Douglas Fir Trail a delicate ecology within our city. This beautiful and rare natural forest must be preserved for all citizens to enjoy.
- Spruce Drive- 1. Beautiful spruce trees along corridor are a defining characteristic of "wildwood" and "spruce drive" 2. Transmission line 3. Underground pipe corridor
- No development!
- Green space along Spruce Drive is not an option the R1 area of the neighbourhood was chosen by residents because of the parks and walking spaces along spruce. The area around Wildwood School and Community Centre is well – used as park and shouldn't be developed.
- Yes. I have serious concerns about adding 4+ story buildings along 45th St North of Bow Trail. There are already issues with traffic and congestion due to the skin care centre building and school drop off/ pick up at the elementary school. I have almost been hit trying to cross 45th at Windermere by folks gunning it to make the light, have had to dodge people pulling out from in front of the Skin Care building, and shoo people away who are parked in front of my garage door. The left turn lane on eastbound Bow Trail is too short, leading to some desperation left turns to not have to sit through the light yet again. I've seen a few near misses when someone comes flying around the corner and almost nails another driver pulling out from in front of the Skin Care building. The building across with 5 vines is ok, as they added off street parking and there aren't idling

zones in front of the building, so that helps manage the congestion. I worry that additional big buildings in that area would add to the congestion and make it dicey for kids walking to school and for seniors who need time to get across the street. And anything bigger than 3 stories (and certainly not the ugly building examples in the brochure) would not fit into the style of an older neighbourhood. I think the city needs to seriously deal with issues at the intersection with Bow Trail before considering any development. Wildwood is not well served by transit (we used to have a Bow Trail bus to downtown, but we lost that with the C-train), and new residents will still need to use their cars. Any commercial development will also attract people from outside of the neighbourhood, who again will be driving.

- I do like the idea of revitalizing Bow Trail. If we want more walkable communities, we need to have a place to walk to and not just condo blocks. Making Bow Trail a neighbourhood high street with medium rise (<5 story) multiuse buildings with shops and restaurants would be a great addition to the neighbourhood. I'm sure the city would get pushback from the rich folks in the estates in Aspen and Springbank if their speedway to downtown was changed, but for us in the neighbourhood it would be a real improvement. We might still have to drive to work, but would be able to walk to shops and eateries. Making Bow Trail a high street would benefit all the neighbourhoods, Wildwood/ Westgate/ Spruce Cliff/ Roscarrock that border it. I would like to see the development go from the pedestrian light just east of Sarcee down to 33rd St. I'm not in favour of it going all the way to Sarcee and cutting into the upper Edworthy park.
- Moderate to large scale development is not appropriate along Spruce Drive west of 37th Street. This would fundamentally change the nature of the area and destroy much appreciated greenspace, with its many large trees, which is extensively used by runners and walkers of all ages. Increased traffic and parking along this corridor would destroy this peaceful area. It is a little busier right around 45th Street at certain times, but increased traffic and parking around Wildwood Elementary School would definitely not be a plus with the many young children coming and going. East of 37th Street, the corridor begins a gradual transition to higher density, and closer to shopping and transit, so moderate scale development could be considered to the east.
- Spruce Dr. SW except for maybe the big open space beside bow trail at the far west end close to Edworthy park entrance. The Spruce Dr corridor is already vibrant with residents walking & running in the green space that is along it. Would be better to plant more trees & vegetation & add some benches to beautify it more & keep it a park. Could even build a walking/biking path & reduce the width of Spruce Dr. Road to make the green space larger & accommodate the walking/ bike path
- It is clear that very little forethought to community impact was put forth. If the benefit of the community is the goal, then high density buildings along spruce drive cannot be considered in any way. There high transmission powerlines on the south side, and an underground gasline on the north. The only way through is through people's homes.
- The length of Spruce Drive is not a corridor. My understanding is that existing homes would be removed to build 4+ storey buildings. Existing homes are not a corridor for developers wealth. Destroying peoples' homes does not improve our community.
- Spruce drive is a bike route= more traffic is unsafe.
- 45th street SW is not appropriate of the number of schools between 17th Ave SW and Spruce Drive. Increased traffic resulting in increased risk for students.
- Spruce Drive SW is an existing gas pipeline corridor and high tension power line corridor. Not suitable for increased traffic, already an issue.
- Bow Trail SW- water retention pond can't be built on
- I am from the Wildwood area. It seems unlikely large development would be economic in those areas in the near term

- Spruce= high tension lines on south, high pressure gas on north and a row of spruce trees on north- although I'm now hearing the City could leave the north side green space and just whack out 2 or 3 houses north of spruce for 4+ story buildings 45 St: its 1 of only a few ways out of Wildwood and it's already busy enough Bow: there is a retention pond on the north side. Development can't happen there.
- Spruce drive is a historic green space. The area is zoned R1, this development would not be in accordance with this zoning. People buy in this area because of the zoning and are willing to pay more in taxes and house cost.
- Spruce Drive is characterized as a "corridor". That is not an accurate characterization. The only through traffic is too Edworthy park. We are surrounded on 3 sides by greenspace. Most of us bought houses in wildwood because it was a quiet, roomy neighbourhood- its low density residential was attractive and we paid a premium to buy here
- I have concerns with a few of the locations identified but in particular the suggestion along spruce drive. It make zero sense. Already with the bike route on spruce drive the street isn't safe with volume of cars & bike [illegible]. The traffic volume on spruce drive is already an issue. There are also power and gas lines along spruce drive no conducive to this level of development. Along 45th & 17th there are issues with student safety due to the volume of schools & traffic concerns also spruce drive really is not a corridor and it is unclear why the city has come up with this.
- Feel the corridor along both sides of Spruce Dr SW is not appropriate for housing or business development. The green space along spruce dr SW is constantly in use by residents walking with families and dogs. Would be open to adding benches and have small adopt-a-park areas for residents to use. It is a great space to visit neighbours and it is well-used!
- Spruce Drive is not an appropriate corridor for moderate to large-scale development. This is a residential road with existing greenspace that is actively used by Wildwood & area residents for walking , exercising, dog-walking & outdoor socialization & cycling- even though the stated intent is to preserve the green space on the north side of Spruce Drive, putting 4-story buildings directly adjacent to it will change the use of this greenspace converting it to a commercial corridor.
- Spruce Drive corridor & 37th/45th Streets
- Yes. Absolutely. As a 35-year resident of Wildwood I am vehemently opposed to moderate to large-scale development along the spruce drive corridor, 45th street and 37th Street. To impose this scale of development in the heart of the community would sacrifice the entire character of this residential area. It would provide artificial separations or barriers within the neighbourhood and would cast long shadows on what has long been an open area. This is absolutely contrary to the stated core values of protecting open spaces and investing in parks, open spaces, recreational, cultural, art and community facilities, spaces and services.
- I moved to (and stayed in) this neighbourhood – as did many of my neighbours – because of the residential quality of the community, the tree canopy, the green open spaces, the wild life (we are called Wildwood for a reason), the walkability and the proximity to Edworthy Park which is an absolute gem. I walk around our neighbourhood many times each day. Moderate to large-scale development in the heart of Wildwood will erode all that is inherently special about this community. It is contrary to the core values that I believe make us who we are. I do not believe it is being driven by widespread community interest – and oppose all efforts from external parties (the city, planners, developers) to impose this change in community character upon us.
- I am not opposed to diversified housing or growth within the community – I look forward to the next level of engagement on 1-3 storey multi-use development – However I must

advocate strongly against the imposition of 4+ story development in a primarily (to date) single family residential neighbourhood. Surely goals of growth and diversification in housing can be achieved without destroying the character of the neighbourhood.

- Please strive to diversify and grow while preserving the character and sense of community within the neighbourhood! Please prioritize privacy, solar access and the character of existing residences within the neighbourhood.
- The impact of increased traffic within the community must also be addressed with any proposed growth in development. The Spruce Drive corridor already sees undesired traffic patterns as a result of people from outside the community using the neighbourhood to circumvent traffic congestion on Bow Trail. As well speed limits, especially in playground zones, are often ignored by people using Edworthy Park. This is already a serious issue within Wildwood – without any change in development.
- Moderate to large scale developments are not appropriate for many of these areas. These would increase traffic in these areas. This is associated with parking issues as well as safety issues. Currently for example people race, and speed along Spruce Drive and there have been several hit & runs & near misses in the past years – increased density would increase this risk. Additionally it would change the quality of the neighbourhood that draw people
- 33 St SW; 29 St SW; 26 St SW; 26 ave SW
- 4+ story units would take away from our neighbourhood. We are losing character and charm for downtown apartments. Maintain home priority down these corridors and 4+ storeys near transit hubs.
- Please City Planning, give your heads a shake. Did anyone even bother to come out and actually look at the boulevard space on either the North or South side of Spruce Drive in Wildwood? The distance between our neighbor's fence and the city sidewalk on the North is perhaps 30-35'. The distance on the south side is 0'-20' and directly under the high voltage transmission lines. Spruce Dr. is also the only major route in and out of Edworthy Park. Can Planning honestly think that tearing out dozens of 65+ year old spruce trees to make way for multi-family high rise condos makes any sense at all. And where are the occupants of these condos going to park?
- The proposed corridor along Source Dr does not take into consideration the powerline on the south side near the somewhat recently replaced gas pipeline on the north side. The map in the mail out is misleading only 33rd, 37th and 45th have access to Bow Trail. This means increased traffic and noise not the nice pedestrian, bike, and public transport promoted in your mail-out. Any development along 45th would be inappropriate due to all of the students and increased traffic causing safety risks
- 4+ should not be allowed along Spruce Drive at all because of the nice, quiet residential atmosphere found in this area.
- 30 Ave – there is two schools (K-6) and parks with lots of children. Kids walk to school. More cars parked on the road makes it unsafe. People have 2 cars per unit. The garage is too small to park leaving people to park outside.
- 29th ST, 33rd Street, 26 Street, Richmond Road – all these streets are not made for the volume of cars and people.
- Same as above
- The trees must be protected and maintained! Absolutely no clear-cutting must take place. Our green spaces are vitally important to all residents.
- Glendale community is single family zoned and should never be re-zoned.
- Yes
- 45 Street; from 17 Avenue to 37 Avenue.
- 26 Avenue; from 51 Street to 38 Street.
- 30 Avenue; from 51 Street to 41 Street.

- Wildwood is a single family neighbourhood with green spaces. Spruce Drive has a underground gas line and huge electrical power supply lines, 45 St, 5th Ave, 37 St (too busy no parking) school green spaces
- When large-scale development is planned, a plan for additional greenspaces should be added. That should warrant entire blocks to be cleared. Partly built and partly green space. The indicated orange/ corridor areas does not accommodate for that as shown. Current green spaces are away from those and will be too high in demand.
- I am against infilling with 4+ storeys without designated parks newly created. Along corridors where shown development should be limited to small scale infill projects such as town houses.
- I feel the area in and around spruce drive & 45th St. SW is already very busy trafficwise and moderate to large scale development would add more to the traffic issues & make it less safe for the kids in the neighbourhood and who use the school.
- 30th Avenue is not appropriate for large scale dev as this is a residential area. Increased traffic is not desirable.
- Where: 45 St
- Why: Schools and parks along this st. lots!!
- The huge area on the south side of Westbrook LRT. This would have been an ideal place for a city park. That part of Westbrook really lacks a common green space where people can relax and enjoy a stroll
- All along 26 st SW. The street is already tight and has too much traffic if on it already, due to [illegible] access to Bow Trail. Cars currently have to pull over to pass each other and in the winter it is worse. The higher density increases street parking and makes it worse. Even though garages are part of the redevelopment, they are too small and no one uses [illegible]. It's unsafe.
- 29 street across from the Killarney pool. Parking will become an issue for the park & community centre. Traffic will become worse.
- Yes, the map shows many areas along corridors that are shaded orange (both dark and light orange) for corridor development that overlap with schools and/or existing green-space. I'm not clear why you would designate the site of an existing school for re-development. For example: three schools along 45th Street (at Spruce Drive and between 8th and 10th Ave
- Please modify the map, to explain difference between light orange and dark orange;
- Why does the questionnaire not ask if there are areas which are appropriate? I believe there are several undeveloped, parcels of land that are close to corridors and transit that could be developed, for example: 45th Street/ Rossmere Rd and Rossburn Cres and the large wedge of undeveloped land on the northeast corner of Bow Trail and Sarcee.
- Richmond Road corridor is already very busy & no a through road to Crowchild. Increased development would be problematic. Please stick to other more developed areas. Focus on the transit hubs.
- The 45th corridors between spruce cliff and Bow Trail – there is enough at the corner of Bow and 45th. Do not want more density & traffic around wildwood school.
- The 45th corridor between 8th Ave and 17th Ave. Already enough with AMA & Fire Station. There are 3 schools & an excellent day care facility in a community centre, community interaction excellent already in this zone. Do not disturb!
- Large scale commercial & residential within 5 blocks of Ctrain 4 stories or less within 8 blocks. Walking range to transit hub.
- 30th Ave, 26 Ave & 45th St are residential streets. They aren't appropriate for increased traffic. 45 st has a lot of schools and parks on/off of it. We shouldn't be forcing more traffic on it.

- 30th Ave S.W. is all residential. Why high rises & large scale development there?
- Almost all of the corridors that have high residential houses should not have 4 storey buildings unless all residents okay it.
- There has to be much discussions and meetings on this. There should have been meeting already!
- Within the community of Glenbrook, development along 30th Ave, 26 Ave and 45 Street would completely destroy this single family residential neighborhood. These corridors would become urban/ commercial centers not safe for young children to walk/bike to school or friends homes. The remaining residential properties would not get enough sun to grow gardens and would loose all their privacy. The integrity of our suburban neighborhood would be destroyed.
- Along 45th street in Wildwood. There is an elementary school along that street and I am concerned about the safety of children with increasing traffic along that route and the Bow Trail Junction (already chaotic at best!) The increase in traffic (inevitable inspite of the hope that people will use transit) will negatively impact safety in the school zone & surrounds. Considering less density instead of moderate to large scale development would be a happier medium and reserving 4+ storeys areas further away from schools and major junctions.
- 27 St South of Bow Tr – is the only place that is appropriate to develop
- 37 St North of Bow Tr – is already very busy with mere duplexes
- All other roads are too narrow for the amount of traffic that will be created.
- North of Bow Trail the 3 access points are already under strain, without this huge additional load.
- The development of 30th Avenue would destroy any sense of neighbourhood in Glendale.
- 17th avenue is already too busy & increasing as the city builds West.
- 45th street contains a multiple of schools and playgrounds – increased density becomes a safety concern for all the kids.



### Topic 1: Question 3 (Parks and Open Spaces)

**Are there any areas around Parks and Open Spaces (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 Parks and Open Spaces integrates well into the community**

- All of them. I feel that the idea to place moderate to large scale development around parks and open spaces completely missed the mark. These parks are the hearts of our communities and such development would again completely alter the character of the community in a negative way. Particularly around the Optimist Park, Glendale Meadows and Glendale Community Centre Spaces. This is such a magical park and having imposing 4+ storey buildings next to it would destroy its charm.
- It would be a grave error to take away invaluable green spaces and cul de sacs in spruce cliff/wildwood in the name of development. I would suggest a better approach would be to look at previously developed, underused areas such as the strip malls on 33rd street as well as on Bow Trail, as well as the aforementioned old CBE schools. Those could be converted to larger development sites and still protect the neighborhood trees and natural areas.
- The immediate area around Wildwood school is already a busy park and community area that is used year round and results in parking spilling out onto the surrounding streets currently. Introducing new 4+ story commercial or residential buildings would create a disconnect within the surrounding community and create a further parking challenge.
- Parks and open spaces need light and openness to be truly effective and enjoyed. 4+ story buildings block light, are a source of increased noise and activity, just the opposite of what is needed around parks and open spaces. Most parks have playgrounds included and large multi level dwellings have parking to coincide with the living density creating opportunities for increased danger to the children accessing the park.
- Not having the complexes so large that they ruin enjoyment of neighbours/surrounding area by removing privacy, shade, parking problems, etc. Keep encouraging this downtown and you might be able to revitalise it. Allowing this to extend to suburbs will make that goal harder.
- Green space is very important to these communities, people have purchased homes in these communities w the green space as they were designed. Developing in these areas takes this away as well as the fabric of the communities.
- All green spaces in Spruce Cliff and Wildwood neighborhoods - should be saved as green open spaces and park spaces
- The notion of accommodating 4+ stories development around virtually every green space in the area and asking how it can be reasonably integrated into the current viable single family community seems extremely far fetched. Four + stories of development in such areas might become a contemplation in 2 or more generations but not at present.

Such a concept also suggests that such park spaces are not currently available for use to those in current multi-fam developments in the area

- See above
- Not anywhere.
- In my opinion, areas around Rosscarrock community centre, Vincent Massey School and St. Michael School are not suitable for large-scale developments.
- "Don't mess with Turtle hill, it's a destination for Glendale residents and the surrounding communities.
- Also, the parks on 45th st & 8th ave could handle a small influx in development but not large scale development.
- This that are needed in the area are good places to eat, walkable options for food, groceries and coffee
- Things that are not needed are more cannabis stores, more medical offices, more poorly regulated development of upscale duplexes"
- why are you not leaving green space....high density destroys it so why bother developing around it
- Do not destroy the little green space we have. Develop. by the transit stations
- Deeply concerned with the impact to the community, property value, and the lack of discussion from community leaders regarding 4+ storey buildings along Richmond Road and 41st Street. The housing community is booming in Glenbrook and there's no need for further monstrous large scale developments that are an eyesore to the community.
- All. We need our parks to be safe for kids, there is plenty of room to build high density downtown where there is demand and expectation for this. Not in small communities looking to thrive like ours. This entire plan needs to be revised. Please hear us.
- 29th street is not appropriate. It's a cut across road. Keep the large scale development to the main arteries like 26th Street and Richmond road.
- Our parks are our happy spaces, where we meet neighbours and friends. To remove homes that have been around these parks for years is insulting - the loss of privacy, loss of light, loss of community is just wrong.
- 4+ storey development around parks and open spaces is not appropriate where single family homes currently exist. Residents have deliberately purchased homes in these areas to provide a high quality of life for their families due to abundant green space/recreational areas and close proximity to downtown, schools, churches and other amenities. Future development around parks should focus on improving playgrounds, skating rinks, bike parks/pump tracks which will result in greater usage.
- Parking has always been an issue in these areas. High density development does not come with underground parking and subjects local home owners to issues with parking, logistics of driving, and overall effects the quality of life and resale with a daunting building blocking sun and privacy.
- I am very much against re-developing Richmond Green park. This is such a dense neighbourhood with so many high rise buildings already. The traffic is unmanageable, adding more people is not the solution. The community treasures and uses this green space, such a shame to see it re-zoned.
- I live in the 1400 block of 40th Street SW. On the map it shows a U shape green highlighted area along 13th Ave., 40th St and a bit north of 15th Ave. What is the development plan for that small green area you have outlined on the map? If its to build

the moderate to large scale housing, then I have a concern with parking availability on my street. What is the plan for the land where the current Rosscarrock school is located?

- South of 17th Ave between 25 St and 33rd St. Smaller buildings would be more appropriate. These parks are very small and already quite busy with existing community members. They would not adequately support this kind of density increase.
- Glendale: The thing that drew us to Glendale, and continues to draw new families, is the character and community feel with single-family homes that are not squeezed together and have green yards for children to play in, mature trees and parks. Birds, rabbits and other wildlife co-habitate here. It is our small town in the big city. It's about quality of life. We don't want our lovely community to change and get swallowed up into the concrete jungle so that the city can collect more in taxes.
- We don't have any idea at the moment. Including building height limitations, population numbers etc. would make this process seem more interactive rather than the top down approach this shows.
- See above affect on wildlife corridors and traffic congestion.
- This should not be on any parks or open spaces. This is a family focused community with great schools. Massive buildings will be a detriment to the mental health of the community as it will change the landscape and views, cause shade and increase traffic in limited greenspace areas.
- I'm concerned about the plans for park/open space near 35th Ave & GlenPatrick. I've seen a complex in Bridlewood, and I think there's a similar one near Metis Trail. If that's the plan, please, no. Too many buildings, not enough space. The traffic/parking will be a nightmare. As for shopping, we have everything we need at Westhills/Signall Hill, and along 17th. The biggest problem is crossing Sarcee. A pedestrian overpass is needed - I feel so unsafe standing at Sarcee/Richmond Rd lights.
- Would not want to see the big buildings at/around the existing parks such as turtle hill, optimist and Glendale. It will destroy the quiet community there.
- Please don't mess with our precious few green spaces! Turtle Hill and Optimist, in particular, do not suit 4+ story buildings. Turtle Hill is already a ravine with hills on both sides. To add tall buildings on top of those hills would make it very tunnel-like and block the sun that people go there to enjoy.
- All of the areas marked are unacceptable for 4+ story development. The green spaces are absolutely crucial to the sense of community. These are the last places on the map that should see densification. This was a very common theme in the virtual sessions that I attended and believe the Local Area Plan needs to explicitly state that. If the plan continues to reflect the entirety of the Parks and Open Spaces areas for the third phase of consultation, the community will lose all trust in the process
- "Yes all the open areas around the parks it will degrade the esthetic of a park.
- Why this now when the plans for Westbrook Mall, the former Ernest Manning School site, the Viscount Bennet School site, Britannia Station and the Manchester Area downtown west end car lots and greyhound terminal haven't been actioned. City Planning's idea to degrade the quality of vibrant neighbourhoods goes against good planning. What Tsuut'ina land is coming onstream for housing?"
- The area around Wildwood school, we would not want to see a large increase in traffic where children are walking to school. Again there may be more support if the suggested size of the units were reduced. Also concerned about development near the wildflower arts center. There are a lot of special needs facilities and Senior Living facilities in that

area and too much development may cause issues with additional noise, traffic and safety concerns for those neighbors.

- To surround heritage green / park spaces with multi story buildings would block these areas which people in those areas have moved to for access, these property owners and tax payers would be denied the reason they moved into their homes.
- The parks areas that lend themselves to larger development are ones where the park is across the street from current residential, and even then large development should be capped at 4 or 5 stories, no more that would induce shade through much of the year. parks that homes currently back onto such as Optimus, Turtle hill and Glendale parks are not fit for any densification.
- Many of these parks are in quiet neighbourhoods that should not have large buildings built.
- I appose any development on any existing community property as well as anywhere in the Edworthy park area. Our families need these spaces to encourage more quality time outdoors especially during difficult quarantine times.
- Glendale is a sought after area to live because of the green spaces and parks. There is no space for LARGE scale development around the parks
- Parks associated with schools should not be included as areas suitable for moderate to large-scale development. The focus for these areas should be family-friendly housing. The proposed buildings in these areas are likely to reduce the viability of local schools and either drive families further out into the suburbs or increase use of cars as children commute further for education. We should be making schools walkable, not placing barriers around them.
- Anything around park should not be developed. The homes that have been developed along these green spaces already were built to enjoy the area and a sense of community these parks and neighborhoods are quiet and well established and building multi family buildings along these parks and green spaces would create shadowy un inviting spaces.
- "We don't want 4+ story buildings around Parks & Green Spaces. Totally out of character & cast too much shade. Residents loose property value - see Mun Gov Act - zone change impacts property values or quality of life.
- KILL THE RICHMOND GREEN SALE - you can't sell Park Reserve, density in area already way over quota for green space, mature line of trees destroyed, goes against City's own regulations. Tremendous opposition with consultation. Council Mtg - 2 days - all opposed but 1 - still passed."
- The consensus in my community is that it doesn't require redeveloping. You will not hear feedback like that, because everyone has given up. This City propaganda inviting our input is all an expensive smokescreen for a foregone conclusion -- the City will do what it wants, ignoring the Municipal Government Act that prohibits upzoning when it will adversely affect property value. The City must recognize that there will be victims as well as beneficiaries. Expropriation would be welcome.
- Not along Turtle Hill Park to the west of 45 st. and Glendale Park to the east of 45st because these have houses backing onto the ridge/park. Increased density will create traffic problems more than we already have. I'm not sure how much grass would be left on Turtle Hill with many more people using it.
- The area around Wildwood School is NOT appropriate for moderate to large scale development. This changes the integrity of the schoolyard & introduces safety concerns with a high density population around an elementary school. Also, the intersections of

Bow Trail with 33rd Street & 45th Street are already significant traffic choke points causing backup and delay; this would worsen with increased Spruce Drive density. The road to Edworthy Park is already hazardous and cannot handle more traffic.

- We are meant to be creating a balance of greening society while reducing our impact along with preserving green space and places for nature. The Edworthy family were pioneers in recognizing the value of green space in the Wildwood area and it is what makes the community and nature thrive. Large building with shading and additional traffic are a danger to families, the elderly and nature. There are well maintained houses and lands that are already targets of crime, increased traffic would be bad
- So your gonna clog up the perimeter then wreck our park? Why do I pay property taxes. Arnt we good enough to have a park? When the kids are playing soccer, I don't want to be sitting next to a 4plus story building and some scummy commercial with traffic going by nonstop. There's a reason I don't live in Forest Lawn. Don't screw around with our park. Dont make it so my kids have to play chicken with cars trying to get to school. I pay a ridiculous amount of property taxes to have a house near a park.
- Park space should be preserved as natural areas within the city. It is inappropriate to replace park space with high density housing.
- During the 2017, 17ave mainstreets redevelopment plan, the 2600, 2800 & 3000 blocks of 36stSW were included in rezoning areas. During that engagement period residents of the 3000 block of 36stSW appealed the proposed zoning changes and at the public engagement meetings with council on April 10/11, 2017 were granted a R-2 zoning of the block. Why is the 3000 block now included in the Westgate redevelopment plan, it should be honoured as existing land use and excluded from Westbrook redevelopment?
- "Park between 45th and 47th Streets at 14th Ave. is well used by residents (families and dog-walkers, next to cycle access) and should be preserved as is (only green space for most of Westgate south of the school fields).
- The Westgate and Rosscarrock playfields are well used for soccer and baseball and therefore require lots of street parking."
- By placing multi story buildings around the green space at wildwood school you are effectively reducing green space and open areas for our children to play and recreate.
- "Spruce drive and Edworthy Park are key areas to preserve in this community. We need to keep our green spaces and wild spaces ...if we need to develop then it must be within the semi developed areas such as the areas bordering our corridors
- The policy of not requiring gates and the purchase of transit tickets has led to a concentration of homelessness and crime near transit stations. Controlled access on to trains will control the access to problems at transit stations"
- The shading of these buildings would wreck the park as well as increase traffic -
- Yes, not appropriate. Under no circumstance should the density around parks and open spaces be increased. The Parks and Open Spaces are the character and value of these communities. Stacking up buildings alongside or encroaching on Park Spaces or Open Spaces decreases the value of these green spaces and our communities as a whole. Please keep these areas as pristine as they are today and restrict ALL development on or near these spaces. I can't stress how important it is to preserve these.
- One of the reasons are family purchased our home in Westgate is the big beautiful central park (bordered by 45th, 8th avenue, 10 avenue and Westminister Drive) with mature trees, schools and plenty of play space. We did not pay a premium to live in this community so that our kids would have to navigate a congested driving area with high

density housing, traffic, and sketchy retail (vape shops, etc.) on their way to school and to play in the part. DO NOT STEAL this safe place from our kids.

- Central green space in Westgate bordered by two schools, and 8th & 10th avenues is the heart of the community in terms of recreation. Commercial or large residential buildings here will decrease the value of this natural spaces usability. Who will enjoy a playing with your kids next to stores and towering residential buildings that not only increase the traffic congestion but literally block out the sun by towering over the space. Also worried about kids navigating school access.
- The parks and open spaces in wildwood are used by residents and were a main attraction to living in this community. I would object to any redevelopment in wildwood, any 4 story buildings or anything that would decrease parks or open spaces and increase traffic and population. I am sure that any redevelopment in wildwood would be met with a strong opposition by residents.
- The green areas highlighted around the green spaces at Wildwood School, St. Michael's School, Rosscarrock Community Hall, Vincent Massey, Westgate School, Glendale, Graham playground and Glenbrook School. Having 4+ storey large scale development around any of these parks is not respecting the communities and is an atrocious idea. Most residents moved to these areas for low density. It is absurd to think that the monstrosities proposed would be appropriate for any of these areas.
- I don't believe the school green spaces should count as they do for highest density development (wildwood school, Ferguson and Holy Name school for example), these inner city schools are already tight for green space and field space. While not used on the weekends, they are used almost every day and are already a tight space for the students there. Plus the concern of added traffic of residents versus parent pick up/drop offs, the safety concerns are high.
- There are already many traffic issues surrounding many of the parks and school areas and this scale of development would lead to increased unsafe conditions. It also would impact the important wildlife corridors from edworthy park.
- I can't speak to whole area, but hi-rise development around shaganappi park is insane. Virtually all houses surrounding it are extremely hi value. Development as proposed would only serve to devalue whole area. Crime, traffic, parking problems would serious increase. People would move out and whole neighborhood would suffer. Concept that traffic would decrease is fallacy. Calgary has car culture, LRT would be used for work but not after hrs-pipe dream. Park also eco sensitive-beware overuse
- Allowing large to medium scale development along side parks has potential to ruin those spaces if not done with very careful consideration. Some of the highlighted parks are currently inner city escapes from the usual hustle and bustle. Many have outstanding open skylines and are a welcome escape to nature, this should be preserved at all costs. Spaces like this are underrated and add to a neighbourhoods' character.
- The proposed development near Spruce Dr and 45th St is completely unacceptable. Increasing density would detract from the existing community and create more traffic where children walk to school and play. If you check with bylaw you will learn the traffic around the school is already an issue. This will negatively impact having parks and open spaces used for housing that we can currently walk to and use.

- I do not believe that ANY of the parks and open spaces should have moderate to large-scale development. Our parks and open spaces are precious and inner city residents should not lose their green spaces. Suburban neighborhoods have a plethora of fields, parks, green spaces, pathways etc. Please do not build up around our parks. They should be left as oases in the already dense areas. Do not put a tall development in the middle of a neighborhood of single-family dwellings.
- The parks and open spaces are a planned and valued part of the existing communities. As such, surrounding them with large buildings would dramatically upset the appeal of the neighbourhood.
- These spaces should be conducive to development without creating the issues flagged with respect to Corridors.
- Development around the Wildwood green space, which includes an elementary school and community center, will have a negative impact on the safety of the area for children. Wildwood has a uniquely small town, slow, and safe feel. The proposed development goes against all that Wildwood represents.
- The area around Optimist Park. This is a community park, and building taller 3-4+ storey buildings does not integrate with the area.
- There were some of these types of businesses here in the past, and they have not done well - all have closed and been redeveloped into housing. Also, increased congestion and traffic around dense developments reduces safety of kids trying to go to school or the playground.
- In Wildwood. Will be a safety concern with more vehicular traffic coming into neighborhood. Also no room for additional parking. Stop using neighbourhood green space for new buildings. Instead, convert an empty tower downtown into housing!
- 4 story development along Poplar Road. Spruce Cliff is an established community with already a diverse mixture of 4 to 32 story multi residential, public housing, duplex and detached homes. Continued removal of single family homes in favor of multi-residential is not sustainable vis-a vis existing roadways and available parking. Also the "green spaces" along Poplar Road are not parks.
- I have lived in high density communities in other cities. I was affected by the lack of green space and the overcrowding of nearby parks. It made me miss Calgary and what used to be our spacious parks. Before the LRT was built in our neighborhood, we were promised a park would be made at the end of our block to compensate for the reduced walkability of our neighborhood. A multi family unit was built instead. The city did not keep their word. How can we ensure it doesn't happen again?
- Again North or bow trail on 45th street the park area surrounds an elementary school. The road is too small to support so much infrastructure
- Our green spaces in Westgate are small and directly across from schools and community centres. Please don't desecrate the community and devalue my home with hideous apartment blocks that interfere with kids walking to school for the next several years, create more parking, safety and congestion problems, and drive families further south, exacerbating urban sprawl. Put the apartments at the end of the transit lines.
- To propose development around our parks shows a lack of caring for the current residents. Development near parks would greatly detract from the solace, recreation and community in parks. The greenspace that runs through Glendale is integral to the neighbourhood, and helps give residents a sense of community. Neighbours meet in this

communal space, and it provides social connection The park crosses 45th street, and development on 45 Street between 17th Avenue and 26th Avenue is very inappropriate

- spruce drive arbi seniors places - where do these folks go when you push high density in here?
- How is this completed without reducing green space? This has to be limited as it can cut off access to park space for others in the community.
- It is NOT appropriate to develop next to or within Edworthy Park, Lawrey Gardens, Shaganappi Slopes or the wider natural area. The natural area is a relatively small area in acreage and is intensively used at present. There is a limit to the number of users that the area can support and a limit to the variety of uses that will not damage the natural habitat. The manicured green spaces within the community are enjoyed by seniors and athletes alike and those who cannot walk on difficult terrain.
- I'm still unsure as to what will be developed around some of the parks and open spaces. I would love to see coffee shops, cafes, yoga, local boutiques and especially small local groceries/outlets for farmers! I think many of my neighbours are upset by the lack of specific plans. All of the info. is still very general. I'm for density but I want a mix of residential AND small business on Spruce Drive, not just more buses.
- See above. I can walk to Bow Trail/Westbrook for services. Four storey redevelopment here is a gift -- to developers, but not to the neighbourhood as a whole.
- Moderate to large-scale development is not appropriate anywhere near Edworthy Park. In addition to being a popular space for off leash dog-walking, it is a valuable wildlife corridor along the Bow River. We often see deer, coyotes, bobcats and moose in the neighbourhood. Many families gather near the river for weekend picnics. Development of any sort with detract from the park, and take the wild out of Wildwood.
- The identified park spaces do not have sufficient infrastructure to accommodate buildings of that magnitude. IE most streets around Turtle Hill Park and some of the smaller block parks are older narrow roads. I can understand some re-zoning to increase development (duplexes & four plexes) , but larger developments would negatively impact the land use due to shading/ sun blocking, blocking access and overall the feeling of open park space making the parks less desirable, usable or appealing.
- Inappropriate all along Spruce Dr which is an electrical high voltage corridor would need to move/bury lines to accommodate hi rise development. Already enough density nearby on bow trail. Increased density without providing full amenities will mean increased traffic. School park already well integrated and used by community for skating hockey baseball etc.
- This park is a community and civic treasure with historic and cultural Importance. I favour accessibility and STRONGLY oppose large scale development that will destroy the natural landscape, habitat and the character of this natural area. Moderate to large scale development must be prohibited in this area.
- Do not develop around green spaces!!! These are in the middle of communities. Development surrounding green spaces would completely change the feel of these spaces in a negative manner would add additional traffic problems. Community members value the quiet nature of these spaces and the lack of imposing infrastructure.
- Increased density and development along Spruce Dr SW and 45 St SW is NOT appropriate. The existing roadways and infrastructure cannot support this. Increased density would lead to bottle necked traffic and safety concerns along the schools and parks.



- Our neighbours have invested a great deal into Wildwood homes with reasonable expectations that a 4+ story building would never go up next door. I object to major changes to zoning that would allow this type of development next to single family homes around Wildwood's green space.
- Will the current redevelopment plans be followed by additional plans to replace current single family homes on other streets in the neighborhood with 4+ story high density housing? Is the long term plan to force everyone out of single family houses and into the new 4+ story high density housing?
- Moderate to large scale development is inappropriate in these areas as it will isolate the green spaces and schools from children in the surrounding community and create a safety risk for them as they attempt to navigate traffic and high levels of street activity to access the community space.
- Repeat of above.
- "Lands adjacent to Parks and Open spaces are the heart of the city they should be off limits to any mid - large development this is a non starter. This development model is appropriate for new builds, parks, subdivisions. Approval on a special permit basis.
- Integration can be achieved by a phased expansion progressively extending out from existing and new development.
- Park proposals are particularly offensive to those I know who have seen these proposals with this bait and switch approach ...."
- The city is already putting high density into green spaces for no reason this has to stop.
- Within, or upon ANY R1 Zoned area. This doesn't mean you politically maneuver around this problem by refining a certain portion of area. People bought into R1 area primarily for the R1 Zoning and the fact that their X sq' of land will remain a single family zoned and controlled area, not one that gets a workaround to satisfy developers
- Wildwood School & Community Ctre. All residents use this. More density/traffic/transients increase danger to children/all residents. Residents DO NOT WANT increased density (increased cars, speeding, parking issues, garbage bins, crime) as we are heavily invested in properties and family friendly area. Planned development will NOT integrate well into Wildwood and we will continue to fight it on all fronts. All residents realize this is a City tax grab - HANDS OFF City Council!
- As we've seen from the low income housing mess around Spruce and 8th, these parks will not be used by families with young kids and will be taken over by gangs of teens. You're going to destroy one of the last family friendly communities near downtown.
- "There are a lot of kids that use the parks in the community. With this development it would change the parks from being safe and quiet to ones that attract the more transient people.
- The city should concentrate on filling buildings that are currently empty and not disrupt good tax paying communities. I would assume there is not one person with a vested interest in the community on this committee. City hall hard at work."
- Ensure that the open 'feel' of the park areas is not impacted. lower height developments are more appropriate.
- No!... 4+ Storey development should NOT be allowed anywhere near Parks and Open Spaces! These areas should be protected as sites of peace and quiet. Increased population density in close proximity would ruin this. These areas are already integrated and walkable. Refer to the Glendale Community Centre's submission of possible density

increases for all neighbourhoods in the Westbrook area. They have made a good effort to show how density in terms of numbers and percent could increase over time.

- The only place that makes sense for this type of development is the abandoned Rossarak school site.
- Park at 45th St, Graham Dr & 29th Ave is not appropriate for large buildings. It is a well used year round children's space. Allowing huge faceless buildings next to unsupervised children's areas will reduce accessibility. My kids play alone in this neighbourhood park all the time, but I would never let them go if it had large buildings with parking garages (etc) located immediately next to the playground/rink. Houses on Graham Dr/29th back on to the park & are less than 20 ft from kids areas.
- It's not appropriate to put large/med buildings anywhere current houses back on to a park (directly or with an alley). These lots are located too close to the park and therefore will create safety issues (parade entrances located close to playgrounds and children's areas), barriers for access, increased shading, & looming presence which disrupts the open feel of the park. (Ex. 29 ave & graham drive, turtle hill). Really no park should have huge buildings. They should be left to main transit hubs
- Around Wildwood school. Redevelopment has already begun with multiple new homes already built.
- Leave our parks and green spaces in tact. Build these monstrosities in the outermost areas of the city
- Please don't ruin our parks by surrounding them with high rise developments. Keep development to transit corridors
- The greedy developers need to keep their hands off our parks! We need the existing green space to remain as is, especially around Turtle Hill and the Glendale Community Hall. This is one of the nicest, well-treed areas around. It's a refuge for inner city wildlife, and families should have the right to enjoy it untouched.
- Enclosing a park with a bunch of 4 plus story building would cut off the rest of the community. Not to mentioned these are well established already extremely dense neighborhoods. You are also selling park space in the area so this seems disingenuous to even ask
- The field south and east of Wildwood School is shared with Wildwood Community Centre. This entire area is used by school students as well as by baseball and soccer teams in the spring/summer/fall, and in the winter by various skating rinks. Development of any sort in this Park and Open Space is NOT appropriate and would, in fact, be very detrimental to school and community people and their play activities. Our society encourages outside play; any development here would affect it negatively.
- Wildwood community. Inner city neighborhoods such as Wildwood need all the parks and green space for quality of life.
- Some of the areas indicated as park and open spaces are actually the areas around schools. These areas are not truly open and are definitely not parks. The classification is completely incorrect and creating density around them would cause increased traffic congestion and parking issues.
- Terrible idea to put commercial and density around all of our parks and green spaces! Some of the larger areas could support 4 storey housing ONLY ( no commercial). Commercial adds extra traffic and takes away from the pedestrian realm. The rest of (and especially the smaller) green spaces should have low density housing ONLY. This proposal is NOT what people had asked for.

- "On 5th Ave, east of 45th st and along Wedgewood Dr between 5 Ave and Spruce Dr.
- The proposed development contradicts the current zoning (where residents have bought specifically because of the RC1 only zoning), would destroy the character of the neighborhood, & would devour critical greenspace that is well-used by residents both Wildwood & surrounding areas. There is zero logic in developing park space to improve access to park space; the park space is popular for use because of its' size."
- See my comments above. I never dreamed that Wildwood would see "moderate to large-scale homes and businesses (4+ storeys)" built in the center of this little tucked-away neighbourhood. It would completely destroy the character of the neighbourhood. This may seem NIMBY, but allowing large residential and business developments in old established neighbourhoods is changing the rules unfairly and pulling the rug out from under our feet.
- I think that adjacency of \_moderate\_ density development (4 stories maximum) adjacent to schools, parks and green spaces could offset the lack of land for owners/occupants of multi-residential developments (as with developments near Shaganappi Golf Course) and may alleviate massing concerns that might otherwise be an issue throughout this area.
- How high is 4+? The space ID'd for Wildwood has a school & playground. Again, increased density = more cars = less safe place for kids. Don't understand the green strips behind the orange corridor on Spruce/45 St. Is this an exclusive park for the future residents facing Spruce/45?
- The green spaces between 26 Ave and Richmond Road and up to 32nd Ave. The roads within this area will not accommodate a further increase in density to the extent that a 4 storey building will provide. In the Richmond Park area 3 older homes were torn down and 4 single family homes on smaller lots were built. This type of increase to the density is in keeping with the neighborhood and the street parking required can be met as well as the additional traffic.
- ALL. Parks and open spaces are valuable because they are just that, open spaces. Urbanites flock to parks because they offer a reprieve from high density living. Plus, sunlight would be obstructed by potential buildings around these spaces. Taking a walk in a park, but noticing the a Starbucks sign or a wall of concrete (low-rise condos) in the distance sounds anything but relaxing. The precious little 'nature' in these open spaces and parks would be completely sanitized.
- I don't think areas around parks should be prioritized for larger buildings. It will block light and views and damage the quality of the parks and the ability of the current parks users to enjoy them.
- Absolutely not. Particularly safety.
- Parks and open spaces are being turned into new developments, with high density and out of proportion scale buildings. The residents have less land due to the increased density, and the parks and green areas in the community are being reduced, communities and neighbourhoods are feeling suffocated by the unnecessary density and growth.
- I don't think the community would support this on cul-de-sacs and other quiet streets.
- I do not agree with putting 4+ Story buildings along 26th st. The road is so narrow that it is already very difficult to drive down that road. With people parking on both-sides of the road you have to hope there is an empty spot to pull into to let oncoming vehicle go by.

Also visibility to cross the road on 26th or any road in that area is getting difficult to see past cars to check for traffic.

- Home owners have spent the last 2 years during the pandemic renovation and fixing up their houses, increasing property value. I hope the city has a lot of money to buy the land. Developers will destroy this concept. I've seen other Calgary communities that have implemented a similar plan. The developers created no tenant parking. That in combination with Council getting rid of Street parking n for higher density living will create a nightmare for a transit system that can't take it (ie Calgary)
  - "It is not a good idea to build 4+ story buildings around oak areas. Parks by my house are always being used already. We have a hockey arena, a tennis court and a community centre with an already existing preschool in our green space. It's possible to create the desired inner city density without crowding the Parks with 4+ buildings. In addition, the Parks will lose vital green space if there are 4+ buildings right next to a park. You'll create more urban sprawl with 4+ buildings beside parks"
  - Our park is already well used. Over loading it with mass housing would take away any of its current appeal.
  - The park by 17 Ave and 30 ST. There is already so many cars parked along the edges that allow parking that not putting in parking would ruin the whole community. Whenever there are sport games going on you can't find a free street spot for blocks. People typically need to drive their kids to the parks for sport games having more people right around the park would be terrible for safely walking around the community with cars parked on corners and blocking view to cross streets and drive safety
  - Same as above. No moderate to large development along 45 St, Spruce Dr, Wedgewood Dr and 5 Av north of Bow Trail. This is a school and well-used community recreational area. This level of development in this area is absurd and should never have been suggested or put on the map. There are other locations as well but the space provided here and for the corridor section does not provide nearly enough space for the thoughts I have on proposed corridor areas.
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- Anywhere in Wildwood is NOT the right place to have large scale development. We came to leave in this neighborhood for its quietness...hint the RC1 zone. I don't think our opinion matter, you already have your master plan in mind and this form is just a "tick the box" for you.
  - Edworthy Park, Edworthy Dog Park, along Wildwood Drive, Wildwood Community Ctr, the green space adjacent to Wildwood School.
  - The open space in the block bounded by 45th St on the west, Spruce Dr on the north, Wedgewood Dr on the east and 5th Ave to the south. This space is being used for recreation enhancing the attractiveness of the community. Any moderate to large scale development will detract from the community. I think open spaces like this, and the north side of Spruce are to be preserved and valued.
  - Include extra notice and markers for sidewalks and crosswalks. Encouraging slower traffic through traffic control measures (speed bumps, widened sidewalk corners) to maintain safety of those using the park and surrounding areas

- Near the Westbrook mall &/or 17th Ave. These areas Should be only place for your suggested development plans. I have talked with 17 homes in Wildwood and NOT ONE person wants multi family, row housing, commercial or 4+ story development on Spruce Dr. We DO NOT want increased density, lack of parking, garbage bin issues & increase in crime!!! These are the issues that Mount Pleasant is experiencing. The local family community has been destroyed there due to this same type of development changes.
- Anywhere in the wildwood area to increase density would be inappropriate. Spruce drive is incredible busy as it is. The old malls in Spruce Cliff have parking and transit and would make for a great upgrade into 4 story development - IMPROVE what we already have instead of adding MORE!
- Absolute NO to 4+ storey mixed use buildings around all the parks and green spaces! Some of the larger parks could handle maximum of 4 storey HOUSING only buildings. Commercial creates addition vehicular traffic. Smaller scale housing only around the rest of the parks, especially smaller ones.
- I do not support high or moderate density development around our parks and open spaces. By definition, this makes the spaces less open as they become hemmed in by development. Our parks are supposed to be peaceful places and increasing housing and businesses in these designated Parks defeats the purpose of having a park. Noise pollution, light pollution, increased car traffic, parking difficulties will make these spaces glorified playgrounds instead of nature spaces. Bike paths are good!
- Areas around schools (which are identified as open spaces) should not have large scale development. In general, when Transit, Corridor, and Community Focus areas are combined, almost 100% of the SW corner of Killarney is impacted. This is excessive, considering that densification is already adequately occurring through side-by-side infills and 4 and 8 plexes on corner lots. This type of development is ongoing and in my opinion adequately increases density without changing the whole character.
- "No 4+ development in general to parks because none of the parks are near ammenities/LRT/bus stations so build up will only increase traffic/parking issues.
- No in particular to park between 45th st sw and Graham Dr. One corner of the park has a hockey rink - users (including little kid teams) need back lanes to park and shade from big building would screw it up too. Also 29 ave is a terrible street to drive in the winter. Ice build up galore - can't handle more traffic."
- not on shaganappi park - this is a great year round use park for golf, walking, xcounrty skiing and snowshoeing
- None of the parks/open spaces noted are appropriate. Makes sense to put in 4+ story buildings near LRT stations and mall areas but this seems like a blatant attempt to put builders desires above residents. Most of the parks highlighted are not near amenities. That means more driving (and greenhouse cases). 4+ buildings would drastically increase traffic near parks and schools puts kids in danger, decreases parking for Calgarians with small kids to use parks for sports or family outings.
- The open spaces are well used by the community and the school all year round. Extra rinks, soccer , baseball, etc. The school children play in this area daily.
- ALL OF THEM. STOP OVER DEVELOPING THE INNER CITY! NO DEVELOPMENT. STOP RAPING OUR GREEN SPACES FOR MORE TAX MONEY.
- Any development on the northwest corner of Bow Trail/Spruce Drive is absolutely not suitable for any further building structures. The Parks and Open Spaces in the area are

already very well integrated into the community. Further development will increase traffic and safety risks for the residents, thus reducing the quality of life for the residents.

- You have shaganappi park and the school zone with new large zones. Extra parking and traffic will affect access to the park from younger members of the community.
- All parks and open spaces. Stay away.
- "Why would we want development near parks or open spaces. Not everything needs to be developed!!!!
- 4 storey development is not needed or wanted here!"
- "Glenbrook is an established neighbourhood. Why propose 4+ storey buildings? There is a large number of townhouse complexes and condos already. Tearing down these complexes and the older homes along the corridors will destroy the character of this neighbourhood and make it less affordable.
- Increasing the population density will also increase traffic and safety issues for the kids. Parents will continue to drive their kids to school."
- The green space in Wildwood is valued by our residents and many of the surrounding communities. The children attending Wildwood school use the green space daily (during and after school). The space is used for several hockey rinks in the winter and children/adult sporting activities in the summer. Moreover, should any of the 4+ storey buildings include commercial space we can only assume liquor and cannabis stores will eventually occupy some of the spaces.
- Pretty much all of these areas shouldn't have high density development. I'm sick and tired of the city pushing these types of development on citizens. I bought a condo in 2007 and I'm looking at selling it for a \$50,000 loss right now. Single family homes in the suburbs are selling for 50% more than 2007, maybe more. PLEASE LISTEN to what supply and demand dynamics are telling you. Quit building high rises when nobody wants to live in them.
- "Well the let was bad enough changing us with druggies, homeless etc etc
- Looking at the parks etc you are proposing all you are doing is giving the vagrants another nice bush to set up camp!
- This is so upsetting and totally unacceptable!!"
- Leaving the open areas around our parks and open spaces free of high density development is frankly a no brainer. These are important areas for our communities. Townhomes and multi plexes are acceptable but not large complexes.
- 17th Ave I can understand, but the streets around the schools like Alexander Ferguson provides too much traffic to the schools and children.
- All of 45th is not really appropriate for major projects as they are busy parks where some go to get sun and outdoors. Larger project risk shadowing these. Closer to Sarcee near Optimistic park is reason given again there is already medium/high density. Places like Edworthy do not warrant this with the exception being near Bow and 26th.
- stop this effort the community does not want this . some members of the city development planning needs to stop this. we do not want this . the development on the corner of 45 and bow was firmly rejected and the city did it anyway. now don't do this again.
- There is no need to build larger structures around parks which will eliminate a sense of community not preserve or better it. Most residents can name all the home owners on their street as well on many others within the community but residents in apartment-style

buildings cannot even name their next door neighbour. Please stop trying to sell us this insane idea and do something that enhances neighbourhoods not ruins them.

- The northwest corner of Spruce Drive and Bow Trail is not appropriate for more development. This is already a heavy traffic area. Further development will increase congestion and crowding, decrease residents' safety, and the 4+ storey height will unfairly obstruct the views of current residents' homes.
- The area around the wildwood parks. They are already highly used. Just head to Edworthy park on a weekend and see how many people are there. There is no need to bring more people in to enjoy the space. They city already can't keep up with the maintenance of the area. Not to mention adding 4 story condos around the other green spaces in the neighbourhood would be a eyesore and take away the current small community feel of those a spaces that draws people to them already.
- Gateway Dr, Gateway Place, Gladys Ridge Rd, Glenfield Rd, 25 Ave and Glenmere Rd, which surround Turtle Hill Park are single family residential. Large-scale development should not be allowed. Not only would it be inconsistent with the character of the area. In both summer and winter there are activities in park and large numbers of children. Greater density would increase traffic and could be a risk for children.
- "1. The Wildwood central park/school/community center surrounding properties.
- Increased traffic around this play area for children is undesirable."
- As a long time resident of Wildwood, I oppose any development in this area. The community is already populated enough and further development will create an increase in traffic. As well, it will have a negative effect on the value of my home. It will also erode the existing greenspace and parks which are extremely important to an inner city community and which I enjoy daily. In addition, wildlife in the area will be threatened. I do not think that the density of this area should be increased.
- I would prefer to see a gradual transition. From R1 to R2, and R2 to R6 max. Building heights over 2 stories would be an infringement on other residents.
- Densifying near schools and parks that are not equipped for the traffic increase is a dangerous idea that will destroy the neighborhood.
- 45th - Turtle Hill, Glendale Community Centre, Optimist Athletic Park
- Large scale development on Wedgewood Dr SW and 5 Ave SW are not appropriate. These are small neighbourhood parks which cannot sustain greater use. Traffic congestion into and out of the neighbourhood is already causing problems. Shadows from large scale development will destroy the vibrancy of the green spaces.
- Area around the green space in Wildwood on Wedgewood Dr. and 5 Ave. SW, are not appropriate for moderate development. Roads leading into and out of Wildwood cannot handle additional traffic, as it is often congested at 45 St and Bow Trail. Tall buildings will cast shadows over the greenspace, ruining the benefits of greenspaces for all.
- PUT THE BUILDINGS IN THE GOLF COURSE. IT IS NOT AN HISTORIC SITE. No large buildings around PARKS as big buildings kill neighborhood property
- Smaller parks within the communities of Glenbrook/Glendale should be left as intended. These appeal to the current residents of this community who chose to reside here. Keep 4+ storey buildings on the perimeter of these communities- I do not wish to have any further high density residential buildings in these communities surrounding our small and quiet green spaces. Larger buildings with commercial spaces are complimentary to the community- provided they are housed on 37th street/ Richmond road

- No large scale development should restrict public access to parks and open spaces. Access points should not be restricted by more than say half a city block.
- These small parks are for local community use and are already surrounded by residences. The only space is in the parks themselves which presumably is not for development. By increasing residential density around these small parks, you destroy their very nature and are left with less livable communities. Also no viable businesses could ever exist in these areas. In Glendale there is absolutely no need for development around parks. Green space should always be protected here and in all communities!
- Spruce Drive. Because the current land use makes sense
- There is no place in Wildwood appropriate for this kind of development. Although the map appears to show adequate green space along the river, most of that land is not accessible. Wildwood's limited community green spaces are heavily used, both by residents and visitors and cannot support high density development. Residents contribute to the maintenance and stewardship of these spaces to the City's benefit.
- The thought of developing along Spruce Drive is appalling. If one of the plans, stated in the brochure, is to allow people to live closer to greenspace, I don't see how eliminating the green space along Spruce Drive would serve that purpose. This is a space that is heavily used by people in the neighbourhood to walk with friends, walk their dogs, XC ski in the winter and view wildlife. We have mature trees, and some were just replanted. Paving paradise to put up a condo block is just not smart.
- I find that the areas around the Wildwood school should not be developed to up to four stories. Infills and two story townhouses would seem more appropriate for the community.
- All areas.
- These areas have schools, green spaces and playgrounds which would all be altered due to the development.
- Parks and open spaces should not be developed. Density should be increased by changing zoning so that already developed spaces can accommodate more people. I'm happy to have more neighbours but NOT ok with having less open and park spaces.
- The green space within 45th St, Spruce Dr, and 5th Ave is an important space to the community. The elementary school uses it, the young families living here use it, the space is used for community programs such as soccer, t-ball, skating, hockey, etc. It would be a shame to reduce the availability of this space. Putting up multi-storey buildings in this space would impact safety of users as well.
- 45th avenue North of bow trail and all of spruce drive. This area is all R1. Particularly around Wildwood school.
- No large scale development around parks as it block out the light and crowd the parks and make them less enjoyable.
- Please see above as the answer also as equally fitting thank you
- The redevelopment proposed near the green space around Wildwood school is unacceptable. The increased traffic where children walk to school and play is undesirable. This is the largest green space available to the community and our children. Other communities often travel to Wildwood to use the space because few communities offer it. Please leave it alone for our communities to enjoy.
- I feel that building large buildings for housing and business is not appropriate close to schools. There is already enough traffic around the areas and adding more people and businesses would not keep our kids safe.



- Around Wildwood school. Why do we need businesses there?
- Ringing green spaces with 4+stories is not appropriate for biodiversity preservation - increases traffic (wildlife collisions), light pollution, reduces canopy connectivity. We can have density in the neighbourhood that brings more people to the parks where they still walk a few blocks to get to the park. Optimist/Turtle Hill is too narrow to be cut off by building walls.
- This plan is proposing to build on the green space along Spruce Drive. It's inappropriate to wreck our park space and take away the walkability that we have. This plan doesn't provide any benefits for my community.
- Only low density residential around smaller parks. SOME of the larger park spaces could support up to a MAXIMUM of 4 storey HOUSING only-- no commercial. Anything above 4 storeys creates overshadowing. No to commercial-- set up for pop up vendors instead in the larger park spaces.
- Yes, around the Wildwood school. Similar to the corridor around the area, there are single family homes established that provides a near century old consistency in the community. The only space that could be taken for development would be the green space, field or activity areas, which are highly used and the entire reason many people have chosen to live in Wildwood.
- Please just don't make this safe community that I spent my life savings buying into a dense inner city area. It will ruin everything we worked so hard for. We JUST started our family here. Please don't place profit over people. Literally begging you.
- Development is not appropriate around Wildwood community centre and the Turtle hill area. I am concerned that the neighborhoods can't support the increased density if it brings more cars. I like the idea of more foot traffic in parks but am concerned about high rises making the spaces feel cut off from the rest of the community
- The green space near Wildwood school/community center is highly inappropriate for medium to large scale development. This is the heart of the community and is currently used in a variety of ways- contributing to quality of life and a sought after neighborhood. Further densifying this area will bring increased traffic/safety concerns, crime, and reduce already compromised inner-city green space available. Many choose this neighbourhood due to R1 zoning, ample green space and healthy mature trees.
- The proposed area surrounding Wildwood School is NOT appropriate for the development suggested. Are you appropriating these homes? From residents who have chosen to live in an R1 community and paid more for their purchase, pay higher property tax? Some of these proposed areas seem very illogical and not well thought. The information provided does not seem to reveal the full story of the proposals. Where is all the land coming from? Who is advocating these proposals? Please be more transparent.
- All of them in the area. One of the keys draws of this area too many people is the open spaces and having large scale developments around them will greatly diminish the feeling of openness and not being in the middle of the city of 1.3M people.
- Moderate to large-scale development is not appropriate in any of the proposed areas in this plan. Allowing for larger buildings near parks makes absolutely no sense. Larger buildings should be located close to transit and main roads as it is already allowed by the Westbrook Station Area Plan, the Shaganappi Point Station Area Plan and Main Streets program
- Westgate, Rosscarrock, Wildwood Spruce Cliff (west of Spruce Drive) for the same reasons listed above.

- The green space surrounding Wildwood Elementary School is absolutely not appropriate. In addition to school age children using this space on a daily basis it is also the space used for community soccer, baseball and some of the best ice rinks in the city. Community members of Wildwood work hard to maintain this space and it is used every single day in all seasons.
- "Who wants three plus story buildings next to their little bungalow towering over their back yard
- And blocking the sunlight at our parks while people stare at us during our leisure time"
- There should be no development around the parks or open spaces. Again these open spaces are used by the community. There is already an area of congestion of school pickup and dropoff and could become a dangerous scenario for kids and families if it were to be developed.
- I don't agree with taking over green spaces with densified housing. There is already overcrowding in some areas where traffic and parking is already an issue. 37 street is more suited for 4+ story structures
- The space in Wildwood around the school is not a place to increase density. It is already too busy with school traffic and the City already does nothing to control it. Stay away from schools.
- The area along Spruce Drive along the North side of Bow Trail up to where Spruce Drive turns West. My reason being that there is already some significant population density on the corner of Bow Trail and Spruce Dr. and also on Hemlock Crescent and Cedar Crescent.
- Park and green space around Wildwood community hall.
- This proposed development will destroy one of the aspects that makes Wildwood so beautiful & peaceful. This will also increase traffic & residents in their R1 homes would lose parking in front of their homes to these multi residents vehicles. There would be an increase in noise, garbage, trash & crime. Spruce drive is serene with its lined majestic trees. This proposal would change the landscape into another ugly Bow Trail.
- Wildwood should remain free of moderate to large-scale development. Residences in this area value the fact that this area is zoned for single family homes. Moderate to large scale development in this neighborhood is NOT welcome.
- Focus on developing row houses outside of downtown, repurpose commercial space that is empty for residential. And take inner-city vacant buildings or parking lots that are currently eye sores and turn them into high rises or parks. People out of the core didn't move across Crowchild just so you can turn it into tenant housing.
- We don't need to remove any more green spaces in the wildwood area, but adding large scale developments you are ruining the area
- as above.
- ALL current parks and open spaces SHOULD NOT BE DEVELOPED. These must be left as-is, they are what makes these communities unique and desirable to many people. If other areas (transit hubs and corridors) are allowed to develop further, this will bring more people to these communities already, and the existing parks and green spaces will be necessary to accommodate this increase in population. Many existing green spaces in Westbrook are small, and any development would put a strain on them.
- The green space at wildwood school is used by children and families. It is an important community space. I do not support development there.

- The Shaganappi golf course should not remain as a golf course. This is prime real estate within the community and a great location of redevelopment. A moderate quality golf course is a poor return on investment to be located right by two LRT stations. Since it is owned by the City it can be planned to have a significant amount of FREE public open space. This would be much better than a golf course that the public needs to pay to enter and have the correct equipment just to use.
- Nowhere is this appropriate. I'm a resident of Gladys Ridge Road and my home backs onto Turtle Park. Myself and ALL my neighbours on Gladys Ridge Road are outraged and will be leaving to move elsewhere if condos or even duplexes are built on our block. You will drive all affluence OUT of this ward and devalue our homes. It will directly impact my home's value and everyone who enjoys our quiet, peaceful park. Absolutely no density aside from what currently on inner city parks!!!
- Absolutely outrageous. We can all get to parks by walking. We want beautiful parks, not parks polluted with lower income housing and high density. The inner city is dense enough. Stick to major transit routes for 4 storey condos and keep corridors lower density (4 and 6 plexes, no apartment buildings). Leave parks alone so we all have a peaceful place to go and enjoy. The proposal is to turn Glendale into Bankview- polluted with condos, higher crime, and no affluence.
- I don't think it is appropriate to build these around the wildwood school footprint as the area is already busy and congested in the school drop off and pick up hours and more congestion is not needed.
- Not as familiar with other neighbourhoods
- See first answer
- Around Wildwood Community Centre and elementary school. Leave these as is.
- Will not support 4+ storey development in the Westbrook community and will actively oppose any development. The main reason I decided to purchase in the community was RC1/RC2 zoning. I do not see myself continuing to live in this community if future 4+ story development takes place. RC1/RC2 zones have helped with population density. More opposition than support for 4+ story development.
- The park and open space along Spruce Drive and Wedgewood is used year-round for recreation purposes: softball, soccer, play park and ice skating.
- Area around Westgate school and Vincent Massey. This is not a green space, this is a school yard. This space is used by both schools for recesses and gym. Currently, it is a safe space for kids to play during outdoor times. adding residents and businesses would make this space feel less safe for children with increased traffic and loitering of business users. Keep our kids safe!!! it is already a well-used space for community activities and residents during off-school times.
- I think it is grossly unfair to any property owner in R1 neighborhoods to change the designation for their neighboring properties. Many of us invested in our homes because we liked the community as it was planned and designated. There is so much unused property in the downtown core and it is dying. Encourage higher density downtown by NOT allowing it in R1 neighborhoods. You're ruining both downtown and quaint inner city communities by allowing R1 to go high density.
- The proposed developments along Spruce Dr SW as well as 45th Street SW are entirely unnecessary. There is already a substantial amount of 4+ story residential buildings in the area, with even more coming up. The draw to these areas are the green spaces and walking paths and these developments would entirely change the accessibility for those

who use these spaces: Not to mention completely change the neighbourhoods themselves. These developments bring in an influx of people making streets busier.

- This plan greatly removes green/park space in Wildwood. By adding 4+ story building we are removing green space and creating unnecessary impacts to an area that has long kept its community feel. This plan takes away parks, increase traffic and creates parking issues.
- "The areas in wildwood and along spruce grove are already frequently used by community members. There is no need to build condos to attract businesses etc to the area.
- The space in and around parks is perfect the way it is and being used appropriate. Condos would really detract from the feel of the neighborhood.
- Highly recommend leaving the spaces as they are and would vote NO against any development of these green areas."
- The corridor around Spruce drive and 45th street would not be good options for 4+ storey building due to the school being close and the additional traffic that would be created.
- Again increasing density without increasing green space is not in anyones best interest. Have a look at the park spaces along 17 th Ave Sw in the belt line - they are a disaster - overused, filthy, uninviting and it is changing that landscape from a desirable place to live to one that I don't even feel comfortable walking through anymore. So sad .
- The proposed development near Spruce Drive and 45th street is completely unacceptable. Adding moderate to large scale development here would substantially detract from the fabric of the existing community and create more traffic where children walk to school and play.
- Apartment buildings should remain only on busy existing busy streets such as 37st and 17ave. If there are houses by the parks they should not be knocked down so large buildings can be put up.
- The land around Spruce Drive should be considered as an 'open space' rather than just a corridor. It is used by many citizens as informal park space.
- All along spruce drive in Spruce cliff and wildwood. Very nice neighborhood and no need for more apartment buildings. Could be devastating to the community.
- The proposed development near Spruce Drive and 45th street is completely unacceptable. Adding moderate to large scale development here would substantially detract from the fabric of the existing community and create more traffic where children walk to school and play.
- Please leave the spaces around parks and open areas as is. We have so much development and frankly over-development that the loss of green spaces (and all the mature trees that come down with every new build) is disheartening
- Not along Spruce Drive.
- Wildwood school. I do not feel comfortable taking away play space from our children for garish buildings. Leave Wildwood as is.
- Proposed ringing green Wildwood green spaces with density is contrary to the use of these spaces in the first place. Consolidate growth in the mall area. Wildwood School does not need to be ringed by 4 storey apartments and commercial buildings. The park area will become a congested parking lot area which will bring more traffic into the area that will make it unsafe for kids. The wait at the 37th street and 45th street turn lanes is multiple lights already. development in not the answer here.

- Its not very clear how that would integrate into the community. The areas highlighted on the map are currently where residential zones are located. What is actually being considered here?
- I am against this and feel we have not been informed..Green space is so limited and yet this is an active community who uses it and appreciates it. I see you have a Shaganappi Park scheduled for development. I'm dumbfounded. Richmond Green and Viscount Bennett already gone. Crime already out of control. I don't think this will help.
- Around Wildwood elementary school. It is already congested during school hours and this would make it way worse for the kids crossing the street etc.
- I have never heard of a worse idea. Please do not densify around school fields.
- Wildwood, Spruce Drive is not a corridor. Spruce Drive has always been a beautiful, protected green space in Wildwood. My family has lived here since the early 70's. Removing this green space to create 4 story multi-unit buildings in an \*R1\* neighborhood is completely wrong for so many obvious reasons: congestion, creating massive parking issues (the streets are completely lined with residents' cars already), garbage bin proliferation, and crime. I adamantly oppose this proposal.
- The area is slowly losing the green spaces to development. The area and has no need for 4+ storey housing. Expand the down town residential space.
- The idea of creating more housing density around Parks and Open Spaces doesn't make sense as it would detract from what attracts people to these spaces by limiting the amount of accessible SPACE and light. The taller the buildings, the more shadows during the day and the more concrete that will surround our great outdoor spaces. Instead, try to preserve and enhance the existing green space by NOT developing high density around it. Keep the high density development to Transit areas.
- leave parks open in residential areas...why would moving more people in solid residential areas be an improvement...where does all this traffic get accounted for???leave our areas alone
- Not appropriate along Spruce Drive SW, particularly on section leading to Edworthy park. This is largely a school and community center area and also a stretch that is an activity zone for biking/bike commuters, dog walkers, runners, etc. Developing this area as described would affect the heart of Wildwood negatively. Would recommend focus on Bow trail and other identified areas ie. Killarney.
- Tall buildings in a family community attracts the wrong type of people - not families with little kids and the elderly. This leads to crime, deterioration of property values, blocks sun, increases transients, and no street parking for residents. It is wrong for the Killarney area.
- I think developing the area in the west village as well as by the golf course would be better suited. Wildwood and Spruce Cliff are already developed neighborhoods. Changing true landscape of parks, corridors and green spaces would negatively impact the community. Please look elsewhere to increase density.
- The map shows development surrounding an elementary school. This elementary school uses the green spaces.
- You can't develop all the land. Trees and shrubs help the environment
- Same as last two explanations!!
- People need green spaces. No more homes or people are needed here. The spaces are used by families and those whom enjoy peaceful walks in our neighborhood

- Along parks identified such as Wildwood community center, 4 story complexes remove the community feel of the neighbourhood and stand out as looming structures that do not fit with the detached residence community setup. In addition they block viewpoints and sun from neighbours. Local residents do not want this in their neighbourhood.
  - All of these areas. These areas already have homes near or around them and this space is already utilized for current homes and current green space. People have also already bought or own homes in these areas based on the current conditions. To change this would change / mostly reduce property values, that i am sure the city would not compensate people for. This is not a good idea.
  - I live on wildwood dr. Often I can not drive down the street to my house with the number of people walking in the road, on the sidewalks and riding bikes including a community of handicapped riders on recumbent bikes. Additional traffic would be very detrimental to the already high number of people who use our green spaces
  - Literally just stop trying to put stuff in spruce drive. No one wants that here. NO ONE IN WILDWOOD WANTS IT
  - As above. Limits privacy in yards, blocks sun, decreases property values, invites crime, promotes traffic and parking congestion, etc.
  - Spruce drive, 37 street, 45 street. Parking along these streets will devastate walkability of neighbourhood. Existing setbacks on these streets is important to neighbourhood character.
- 
- The idea of removing or developing around green spaces in this well established community is wrong. This is a highly sought after community because of this green space and the lack of high density living. Community's like madra loop and Kensington is where this development should continue. There is plenty of neighbourhoods that this is happening in and that's where the focus should continue and not in the wildwood area. This will be devastating to land values as well as the sense of community.
  - Development of the parks along Spruce Dr is a big NO.
  - Again, around 26th Street SW, most of that area has already been redeveloped and my concern would be around creating a patchwork of buildings. I think it could make sense to have larger buildings on corners and/or closer to roads like 17th Ave, but I'm less keen on this in the middle of a block that doesn't have any similar kinds of buildings on it already.
  - Placing them on the parks in the middle of these existing neighbourhoods is borderline insanity. They will ruin the dynamic of these beautiful neighborhoods.
  - We are long term residents of Glendale. Our parks and green spaces are WELL utilized now! We are totally against additional growth and density around these already busy spaces. I feel these spaces are already easy to walk or bike to from any part of the community.. I also feel the higher density may harm the wildlife in these spaces. We see deer, fawns, bobcats, coyotes, skunks and many species of birds. Please keep these spaces open and not dense with multilevel buildings. Thank you.
  - Developing in areas where you have to take down several mature trees and lose green space. These are parts of communities that are cherished and used by everyone. This would be such a loss and tragic to watch happen.
  - Nothing along side streets. Buildings along 45th would be fine. We would like landscape features, with benches. Having location for picnics (no bbq or firepits needed)

would really help. Also a nice walk path joining 8 ave with 10 ave with trees. A dog park would be great.

- "Do not mess with parks and open spaces! They are here for a reason & should not be toyed with. The number one reason for us Moving to wildwood was the number of parks and open spaces. Parks already integrate well with community. There is no need to become a concrete jungle. Calgary prides itself on its parks and pathways. Let's not ruin for further generations!
- If this passes I will 100% be putting my house up for sale which is very very sad as I have spoken so highly about it. Please reconsider!"
- Similar comment to above. More thought needs to be given to not including areas that have already been predominately redeveloped in the past ~20 or so years to ensure that there aren't "stranded", one-off 4+ story buildings within a community of two-story single family and duplexes (e.g., park at 26th Street and 18th Ave). I'm all for additional density but in targeted, focused areas that are properly integrated/gradually stepped down in height to reasonably match the surrounding community.
- The parks and open spaces that surround schools and school fields wouldn't be appropriate for larger developments due to traffic and parking issues that already exist in those areas at peak times in the morning and afternoon/evening.
- DO NOT DO THIS
- DO NOT DO THIS
- DO NOT DO THIS BY PARKS. There is zero sense taking a space that is not designed for this (access in and out) and creating a dense population. People move into this community to get out of dense areas that the city has already created.
- Not appropriate around wildwood and Westgate schools. Too much traffic and dangerous to children walking to school
- We live on 43 st SW and back onto St Michaels school. Increasing density with retail around the schools and community centres (as indicated on the map) will create additional unsustainable traffic (45st is already so busy around school pick up and drop off) and change the dynamic of the community. Smart neighborhood planning can create safe, healthy communities. Putting retail near schools and community centres and family-focused spaces does not support this.
- There are already safety issues with traffic near schools. Don't build near Wildwood school
- The areas surrounding optimist park and Turtle Hill in Glendale is NOT appropriate for large-scale dev. These are the reason's why many residents moved to the area and the traffic would be horrific. It would be very jarring to see large developments within a mature community.
- See above. Also Richmond Green. Please leave the baseball diamond and green there.
- Along Spruce Drive. This is beautiful and well used green space in the neighborhood. People are always out walking and biking along this street and it has created a sense of community. It would be devastating to lose that shared space, and traffic is already a concern on Spruce Drive.
- Again, This really would change the character of the neighbourhood.
- Leave Turtle hill alone.
- Glendale: 45 th street and 25 Ave. Leave our entire park alone from Sarcee Trail to Glendale Community Association. Just stop. I haven't spoken to a single person who remotely thinks this is a good idea.

- "Improve existing green spaces, make it more usable and spaces where people connect rather than empty open space with no shade etc. plant more trees, add picnic tables, give people a place to be together that is flexible & inviting. in all larger buildings don't build to max space/edge of sidewalk. It's not inviting or charming. less glass buildings. More colour, not lifeless boxes. Build for people now and future not developers & investment funds.
- Improve lane markings @ Sarcee rd and 26 Ave."
- If you dont mind parks full of garbage and transients camping out !
- Many of the parks you have highlighted are one or two square blocks and they have zero to minimal infrastructure. They are already well used and the increased density built in the last 3 years is already a stretch. Building sizes proposed and corresponding occupancy would overwhelm these areas and ruin the parks. For example the small off leash park on 26st between 19th and 21st ave has already had a negative impact on the community with dog walkers using it and ruining the grass, trees etc.
- Community spaces, including the parks shown, have ample ability to walk from short distances. Targeting areas beside parks to add multi story homes can detract from the desirability of these parks. There is sufficient enough access to a multitude of parks that it is not a justifiable reason to construct multi story buildings in their direct proximity just to allow for a marginally shorter commute for the residence.
- Wildwood. Area not designed for high density (roads, sewer), will create shadows on park, will increase chances of vehicle-people accidents if lots of kids running across street, existing park has school, soccer field & baseball diamonds so not appropriate for extensive park use and no room for large numbers, nothing in any previous material about this, 2 weeks insufficient time to discuss totally new concept, not in "Building Great Communities", TAKE THIS OUT OF THE PLAN AS STUPID IDEA
- "Where buildings would cast shade on existing parks, playgrounds, open spaces. For example, cedar cres park. Especially given the low sun angles in winter, these areas need to be protected to provide enjoyment of the little sun we have.
- In general, I believe more than 3 storey development directly adjacent (or across the street from) parks and open spaces is contrary to the mood/atmosphere of \*open\* spaces."
- These are heavily utilized safe parks for out children and 4+ story buildings are not appropriate and will change everything about these neighbourhoods
- Plan to increase development nothing on how potential negative impacts will be addressed - need a plan in tandem. Case in point, community has seen an increase in dog feces left in the park as a result of increased usage. Need a plan to encourage people to support existing business rather than adding more. Step up on public notices on engagement opportunities, more face to face rather than social media opportunities. Development and increase density not only way to encourage uptake in usage
- Our children need the open spaces and it's just not safe for walking especially for the elderly if it's built up
- Community parks such as Graham Park, Turtle Hill, and Optimist, don't need large buildings surrounding them. They are clean and the community takes care of them and respects the spaces. More people = more garbage.
- What parallel strategies are being done to ensure the communities stay strong?



- The green space around Wildwood Elementary School and Wildwood Community Centre. It's like someone looked on a map and said hey there is a park here... fair game. Allowing 4 story buildings in this area is the opposite to integrating well into the community. You will completely change the community with this proposal. These changes don't just affect the people currently living on these streets but the areas around them for a couple of blocks.
- Absolutely NO to adding mixed use, high density development around our parks and green spaces. A couple of 4 storey (maximum) housing only units around some of the larger parks spaces would be fine. We don't need commercial in the heart of all our residential areas, and anything over 4 storeys creates overshadowing. A hard NO on this one.
- "Parks should not have 3-4+ story development! People buy in these neighbourhoods because they want a neighbourhood- not a downtown environment.
- Green highlighted areas have not been applied equally. Every single park in Glenbrook has been highlighted, but multiple parks in Westgate and Wildwood are not - clear favouritism of some neighbourhoods. Parks near 8th Ave, spruce dr west of 45th (not shown on your map) & wildwood dr are parks! If you are going to ruin all the parks at least be fair"
- Park spaces should be left out of the plan. Tall buildings around a park will both shadow and diminish the enjoyment of the spaces. This would negatively impact both people and wildlife.
- They could be opposite but if attached they should blend to the landscape. Maybe single story with patios on the ground level and on the second level so as to not block sun and the feeling of openness. Redevelopment should improve the community, not just shoehorn in more. Respect the existing community. We chose to buy in the center of a community of R1/2 homes to avoid having walls of people being built around us. Now the city allows 4 unit builds that take up whole lots and propose apartments.
- No development higher than 2 stories around the Westgate Community and Vincent Massey School field. (8 Ave and 10 Ave SW). Traffic and security concerns around the school and community with density and businesses in residential streets.
- Selection has been random. Homes along Wildwood Drive have been excluded. Why? Redevelopment in Richmond Triangle along Crowchild Trail will be huge. There is no need to include the small park in this area as well. Will Mount Royal homes be rezoned? Fair is fair.
- Avoid changes to already dense areas where up to four-story zoning is currently allowed. The Westbrook Local Area rezoning would affect Wild Wood, Spruce Cliff, Westbrook, Shaganappi, Rosscarrock, and Scarboro/Sunalta West north of 17 Avenue SW, and Glendale, Killarney/Glengarry, and Glenbrook south of the corridor.
- I think we need to encourage garden suites as well as semi detached and 4 plex developments to increase density. 4 storey because an issue with shading as well as traffic and parking. Investment should go into park amenities, bike paths that provide connectivity to activate aging parks.
- 4+ story development around parks will NEVER integrate into the surrounding neighbourhoods. It will create barriers for people to access the parks (particularly kids) and safety concerns. Nothing over 2-3 stories near neighbourhood parks!!
- No parks are appropriate for 4 story buildings. Have you done any user surveys to understand current usage & what all of this densification would do to the parks?

Example- the park in Glenbrook (45th st/graham drive/29th ave) is already heavily used throughout the year. This park could NOT accommodate thousands more people if 26th, graham drive, 29th and 30th ave are all approved for 4+ story buildings.

- I don't feel a 4+ storey structure is appropriate around any park or green space in these neighborhoods. That is simply too tall for a park to be surrounded by.
- Definitely no - no neighbourhood park should have 4+ story buildings around it. All of these parks are a short walking distance from likely densification along corridors. Densification does not need to happen immediately adjacent to the parks for people to enjoy them - walking to the park is part of the enjoyment. Parks are generally nicer (more open, private, quieter, safer) if they are not surrounded by towering buildings & parking garages.
- 4 story (or above) construction is not appropriate in ANY of these parks. They are all small parks frequented by children from the surrounding areas. Huge buildings do not belong in the middle of neighborhoods. These parks should remain with surrounding 2-3 story buildings only
- 4+ story development is not appropriate around ANY inner-neighbourhood park. Tall development should be limited to transit hubs (only near the station) only!!
- The green-way corridor between Optimist park and Kelwood Drive is poorly suited for rezoning and development. One only need to walk the path to see the pride in home ownership and family focused feel of this area to see how 4+ storeys would be inappropriate. Glendale/meadows is a highly desirable community because it offers what few others can in this city. Removing this by allowing greenway development would be like taking superman's powers away. Also, it's a valley, towers would "tower" over.
- Graham park in Glenbrook (29th ave/Graham drive/45th street) should not have medium to large scale development on 29th or Graham drive. These properties back onto the park & would create a huge safety concern for park users (specifically children) if there were large buildings & underground parking entrances located directly next to (or in close proximity to) the park & playground.
- You are already turning green spaces into more developments in the area Shaganappi and Richmond. 4+ storeys is out of proportion with the rest of the community in every and all of the areas you are proposing (Transit hubs, corridors, green spaces) Of course the developers who benefit from these huge and ugly developments do not live in that area, nor do the citizens who think this is a good idea. The neighbours who live here disagree.
- "Park and open spaces area should not be the decision to encourage 4+ storey buildings, and please do be more specific on height restriction and proposed zoning. Recommend less than 4 story building in the West LAP around Shaganappi Point and Glendale.
- Higher density development should be focus around Westbrook transit station."
- absolutely none, parks and open spaces should remain single family detached. I don't agree that houses backing on to our lovely parks would be better utilized as 4-storey buildings. These houses, along all of our parks are what is so unique about our neighbourhood and the fact that they remain single family homes and it's what makes our neighbourhood close-knit, and feel like a small town within the city. Taking this away would change everything about Glendale and why people live here.
- Absolutely not. Save our parks. We all need places to unwind without inner city density. This is a horrid idea.

- No development should occur near parks. There are so few green spaces in our neighborhoods so I'm very strongly against any commercial development in those areas.
- All of the parks should not have large scale developments. Especially in the R1 zones where people have invested millions to build and maintain beautiful single family homes. Again stick to the perimeter!
- There should not be large developments near parks.
- Optimist & Turtle Hill Parks. It is not reasonable to expect density in every corner of every community. It makes sense in corridors, and transit hubs, but not parks. Residents have paid a premium to purchase properties in those locations, only for their neighbour to sell out and have a 6 story monstrosity overshadowing their home, blocking sunlight, and erasing any semblance of privacy from their back yards. You have seemingly already decided this fate regardless of feedback.
- The park space in Glendale is a draw and a focus of community and outdoor activity. Turtle Hill in the winter is an amazing outdoor space that is widely used. These parks should be preserved and celebrated for what they bring to the community.
- No four-story-plus buildings in Killarney, thank you! For millions of dollars, City sidewalk crews removed lanes of traffic to extend sidewalks out into the streets in Killarney. WASTE OF TAXPAYER DOLLARS AND THERE WAS NOT OPEN HOUSE ABOUT THIS!
- 45th Street is not able to handle more traffic than currently exists, without major modifications. The combination of school zones and park areas, plus a relatively minor intersection at 17th and 26th Avenues provides disruption to community flow as traffic is already backed up into each community. I'd encourage anybody evaluating these concepts to try and ride/drive/walk 45th Street on a given afternoon to recognize the significant volume of pedestrian and vehicle traffic from 26th to Bow Trail
- All areas in the glendale area except the optimist arena area. The arena area could be used to add additional rec facilities for the area or mixed use with recreation. It is not a great office or retail location. Internal retail next to greenspace will struggle due to the change in weather and increase traffic on internal roadways. Featured Food trucks or seasonal / temporary options could be used in a trial period. There are other areas of the city that it could make more sense.
- Please leave the parks alone. There has to be a balance between the single family houses and the condos. If the area completely fills up with condos I believe it becomes less desirable. I understand the condos around train stations and busy corridors but the parks should at most have duplexes around them not 4 story buildings looking down on our kids playing.
- Why are we destroying green spaces? When we should be encouraging safe spaces for youth to be able to utilise and be outside. With more population, more issues come up and uses are abused. We chose this area for the green space, not because we wanted to be surrounded by high rises and concrete. Its insanity this project is even in the planning phases.
- Around internal parks (those parks not along a residential collector, or a major residential road). Not all parks need to be surrounded by moderate to large-scale growth. Inserting moderate to large-scale growth internal to neighbourhoods creates many other issues (ie. parking, traffic).

- Once again there is nowhere on the map called “around parks and open spaces” so we are left to guess how the city defines this, specifically the word “around”. I can't comment due to this, however, adding higher-density buildings around green spaces and parks is just asking for safety concerns with children and residents. Statistics show that when you add higher-density buildings, incidents increase for more reasons than I have space and allowance to write here. Please do your research.
- "Totally unacceptable. Our parks and open spaces are small and to bring more people and associated vehicle traffic to the area is totally ill advised. 4+ storey or even 3 storey buildings will block sunshine and will totally degrade the area open space feel. Higher residential density should be done in new communities not forced onto existing ones, so people have a chance to view and know upfront what they get.
- It is very wrong to change and degrade people's lives with plans like these."
- AS mentioned above larger scale building and higher density of people will negatively impact the sustainability of park and green spaces if these developments are immediately on their boundaries.
- Taking away green space is not ideal .I think it all focused on selling green spaces for profit
- This seems to be a blanket surround all green spaces with tall buildings. This reduces accessibility, harms the visual authentic from within the park, and really only benefits the few people who live in the building backing onto the green space. May as well surround Pumphouse park in a similar fashion.
- Although the drawing shows the green spaces, it is very misleading; it does not show the many buildings (schools, community centres, Optimist rink etc.) or structures/limitations (Optimist fenced-in areas, golf course, baseball diamonds, rinks, soccer fields) that limit both actual green space available as well as the use of it. Other than Edworthy, there are limited areas to walk & enjoy nature. Lack of light and loss of flora/fauna seems to be only considered in Edworthy/Douglas Fir!
- "I didn't know where else to add this comment -
- Why are you soliciting comments that are anonymous? Surely anyone pro or con on any of these ideas could submit multiple (dozens, hundreds) opinions and skew the results. If the feedback has any impact on your decision making process, the feedback process is seriously flawed....
- I respectfully submit my name to my opinions and I care about my community. Mary Davey daveyhouse4@shaw.ca"
- Taller buildings decrease the level of sunshine and smaller parks become more crowded and less attractive to attend, actually decreasing socialization and interaction among their neighbours.
- In the inner city there are not a lot of places where we can escape the hustle and bustle and enjoy some peace. Parks & green spaces are not places for high density. We all enjoy parks and the . We need quiet spaces to retreat from the stresses and pressures of life without also feeling the density in those retreats. Making these areas more dense spoils that feeling of calm that we all need and enjoy. Please leave parks and focus on corridors and transit station areas only.
- Parks should not have 4+ story buildings around them, period. The issue of crowding will be so out of hand. Please keep our neighbourhoods the way they were when we moved in. No high density buildings. It completely destroys the feeling of the community, the ability to park, the enjoyment of walking around the neighborhood and talking to the

neighbors who are outside. This is all destroyed when high-rises go in. Please, no high rises in any of these areas. It just doesn't make sense.

- Caution should be exercised near natural areas such as Edworthy Park, as development increases conflict with species (animal and plant) and can lead to degradation of habitat and further loss of diversity .
- in general larger surrounding buildings equal larger shadows casted on green space resulting in low plant growth, more difficult maintenance, impact to diversity of plant materials, increased ice and snow, lack of melt from chinooks coupled with increased gravel & salt mixture
- there are few parks and open spaces as it is, no need to crowd it more with large scale development. these developments will crowd the street with parking that should be on private land, but developers don't build for. There is no consideration for existing residents. It's unsafe, noisy and becomes a maintenance issue. Utilize Westbrook mall and the c-train area, it could become a vibrant hub, with adequate parking, it's central and convenient for residents nearby without being in our backyards.
- There are no parks or open spaces that are appropriate for this proposed development. These are already limited as is, increased traffic, transients and noise will be a safety and noise concern for existing residents. As noted above, focus attention of Westbrook mall and westbrook station which could be a central hub of activity. This also reduces maintenance and service costs (Ex. policing) in the area.
- Why are the homes in Wildwood facing edworthy exempt from this development. This would seem like the ideal spot since it has little to no effect on other residents as far as sun goes. It would also be a very desirable place to live and densify.
- Yes along 45th St and 26th Ave. As above.
- Please do not develop along green spaces. I do not want to go to the park and see a large building looming over the space. Most of the green spaces identified are within the communities, many of which people have chosen to make their homes because of the RC-1 zoning. As shown in your Phase 1.1 report, the community is already regenerating with a surge of new families. They value the communities as they exist! Address density with development around Westbrook mall, not around green spaces!
- Our parks and green spaces should NOT be surrounded by 4+ storey mixed use development. A couple of the larger park spaces could support some maximum 4 storey HOUSING, not mixed use/commercial space. Having no cap on the height of the buildings is completely irresponsible-- this would lead to overshadowing and visually closing off these spaces from the rest of the community. Developers will always build to the maximum allowed. Don't let them ruin our parks and green spaces!
- Yes, 4 story buildings alongside the Glendale green belt and community association would add undue congestion to the Glendale community. I strongly oppose any large scale development alongside the greenbelt area.
- Parks between 30 ave & 26 ave at 45 st should not allow med to lg-scale dev - they are close to these 2 corridors & will already be effectively surrounded by VERY nearby densification. On the map there are 4 back to back blocks in Glenbrook highlighted (30th ave, 29 ave, graham drive & 26th)- that is WAY too dense for the middle of a neighbourhood. Also there is very clear inequity in this map - glenbrook has multiple back to back blocks highlighted but wildwood north of spruce dr is untouched
- There is an active contingent of nimbys on the Westgate Facebook page that are quite vocally against your project. I have lived here for two years and I haven't received one

single piece of mail about this project. Do better at communicating with all residents as there are people that support what you are doing. Your questions are also designed to only hear negative responses and from people who don't want change. You are setting your process up to fail. Engage those who are open to change!

- This puts at risk Turtle Hill, the kid's playground on 45th and potentially the hockey rink which are all a significant part of the appeal of living in this community. Families who live in Glendale appreciate quiet, large lots and single family homes. The introduction of 4 storey buildings and town homes would take away this appeal and could negatively impact property values of those who live adjacent to the proposed developments. This redevelopment and rezoning initiative is NOT welcomed.
- Due to how the parks in Glendale are mostly low lying I feel strongly that density should not occur around the Parks and Open Spaces in Glendale. Greater density here will reduce the amount of trees/green that exists around the parks as the lots will have greater density as setbacks will be reduced. Many old trees that line the parks will be cut down for new development, this is not a good outcome for our green spaces.
- The corridor of properties along 24th St SW that back on to Shaganappi park have several newly built or renovated residences. It is unrealistic to pop a 4+ storey structure in the midst of that block! Make the development welcome by being considerate of the current residences and the streetscape so that it looks congruous and well thought out. Figure out the parking problems like the community is having with Giardano to win neighbours over.
- These parks and green spaces are for everyone, not just for giant buildings. Building around them is not okay, the green spaces need to be open and be able to see from one side to the other. People pick houses off green spaces so they can see they kids play from a distance. No one would want to live across a big building. Property would go down, crime up. and all the downtown workers who love the suburban life inner city will be greatly disappointed.
- Around all of them neighbours don't want views of green spaces blocked by the buildings there is nothing warm about them and they don't fit into these neighbourhoods. The 4 story buildings on the south side of Bow Trail by Shaganappi Golf Course are awful and in my opinion have destroyed that neighbourhood. To add greater density on old infrastructure makes no sense, it comes off as greed by both the city and developers. Would you live next to these buildings?
- "If you allow large-scale development (4+ storeys) to proceed near the Transit Station Areas and the limit the number of stories to 4 (maximum) in the Corridors then perhaps the Parks and Open Spaces can be spared for the enjoyment of ALL the members of the included communities.
- It's these Parks and Open Spaces that make the community so special to the people who live there now."
- It is outrageous that the city is considering a reduction/repurpose of green space in the Glendale area. Located between 17th Ave and 26th Ave along 45 st. SW. Please do not take over green spaces in our community for commercial or large condo development. There are many families in the neighbourhood that use Turtle Hill, as well as the Glendale Community Centre and the green space it offers. The green space is a large reason we moved here, and is used by people outside the community as well.

- 4+ story buildings are too large & create an environment that encroaching and daunting. Reduces the attractiveness of the parks. Blocks sunlight from those homes around it. It reduces the value of the community & the houses around it. Additionally, Overtime these buildings become rundown & create an eye sore for community. They tend to attract renters who don't care for the community or respecting the building abs those around it. I bought in Glendale to get away from these type of buildings.
  - There is rezoning shown adjacent to school green space, these areas should be removed as they are not public spaces or update the planning document to include private school areas. Two examples are on 35 and 36 St South of 26 Ave SW (Holy Name School), the public space is limited kildare crescent and 30 Ave. The second location is surrounding the kilarney school between 28 and 30 Ave east of 33 St.
  - Please reconsider 4 storey apartment buildings around the parks near 45th st. None of these parks are close to grocery stores, etc. so you are just increasing the number of cars dramatically in the neighbourhood. These neighbourhoods were not designed for that much traffic. I live near the park that backs onto 29th st. That street is a nightmare in the winter with ice and snow build up. Increasing the traffic will cause a lot of problems.
  - 4+ storeys do NOT belong along Shaganappi Park...this small community has density along 17 Avenue and 26 Street already, even into the community near the Shaganappi Station. Existing homes near the park are new and new-ish with significant investment having been made in the community already. Shaganappi Park should remain simply that...a park with wide open spaces for community members and visitors from nearby communities (Killarney, Scarboro and soon to be Crowne Park) to enjoy.
  - This entire idea is so bad its hard to believe the city is serious about it. How would building large buildings around schools make sense?? The traffic around school fields is already a disaster at 8am and 4pm everyday and the city wants to add density to these areas? At no point should large buildings be built around the school fields in Westgate. Please do not do this.
- 
- The City's re-zoning approach to areas because they are near existing green spaces to "build community" is flawed. Some of proposed spaces are at existing schools. High rise/ density developments are not conducive to family living. High rise development near schools, will drive away families with school children from communities, which will drive further school closures. We moved to the area because of school proximity before starting our family only to be disappointed with school closures.
  - There should NOT be four storey multifamily developments in R-C1 pockets of Glendale that are not on major roads. This would destroy the fabric of the community, cause huge parking issues and devalue many properties. This is not acceptable. Keep development on the major roads of Glendale and near the cTrain only.
  - Near Shaganappi Park
  - This would block the green space for the existing homes. Both the view and the sense of accessibility. If both the 26 Ave corridor and the green spaces had 4+ stories it would strand a few homes between large developments on either end of these short blocks.
  - Please protect the parks and the density of the community around all of our parks

- There is a lot of pressure on the Parks in this area, the health of the green space in at an all time low. More development around Parks will decrease the health more.
- Leave the parks and green spaces alone. No one wants large developments around these areas. The density in some of these neighborhoods is so extreme and it's allowing more transient people to move in and sleep in alleys etc. Killarney used to be a nice neighbourhood but it is so crowded and full of used needles with nowhere to park now. So not develop the surrounding areas so they become more of the same. Leave the parks alone.
- don't think any 4+ storey buildings are appropriate in the community
- Glenbrook School, Glenbrook Community Centre, Graham Dr/45 St, AE Cross School, Turtle Hill area. 4+ story developments will reduce tree canopy, reduce park safety, increase traffic, decrease pedestrian traffic, decrease community; all of which are inconsistent with the core values of where redevelopment should occur.
- I feel that this will reduce the overall park and green space and also restrict access to it further (for those other than those that live directly adjacent to it).
- It is disconnected that the Jacques site is being redeveloped as low density while we are considering turning the rest of the neighbourhood into multi-storey apartments. With very few large brownfield plots in the inner city priority needs to be densifying those areas so that the character of the established neighbourhoods can be maintained.
- 4+ stories development lead to more Traffic, vehicle's parking in front of everyone's houses. Garbage from shops and food stores people leave all over the street. This also brings the homeless into the area making it very unsafe for all the kids that live in the community. Every person in Glendale bought a house in this community as it was zoned as a RC-1 and MUST remain the same going forward.
- "The residents within this neighborhood live here for this exact reason; no apartment buildings and a quite community for young families! We do not need any type of condo or apartment in this area! We don't need to see litter, empty bottles, garbage, etc. within our community!
- My husband and two young children live on Glendale. We purchased our home in 2017 because of what our community is now. We don't want to live beside a condo or apartment. If we did, we would have bought somewhere else!"
- I see this proposal as being a killer of the communities. Overshadowing our parks with tall buildings. Razing the nicest houses in the community. Limit the densification to the main feeder roads, please
- The areas around the parks should be left as is. Wildwood has only a small amount of green space so these should be left as is. These are school areas and should be left as they are
- Surrounding a park or green space with 4 story structures or including them within existing parks or green space as proposed in Richmond Green means that those who live on the area will be less likely to feel welcome. This essentially gives developers a free selling feature of a green space within the area. Leave parks and green space alone.
- Commercial development and increased density with higher-rise structures in the 5th Ave SW/Wedgewood area should not be implemented as this development of this nature would drastically affect safety and current intended and well utilized/appreciated use of this area, including free and safe use of the community centre, playground and school.



This would have a drastic and negative affect on children in the community, which are at the heart of Wildwood.

- We need breathing spaces and gathering place, the pandemic had proved open spaces is best for people's mental health. low density housing is only way to go for people to enjoy those areas.
- The houses in Glenbrook surrounding the park on 29th Ave and Graham drive at 45th street do not match the planning description (focus area benefit 3- they do not face the park and neither would new developments) so it would be inappropriate to include them in this list. None of the houses on Wildwood drive that back onto the park have been zoned for 4 story development on this map, so neither should these properties in Glenbrook. Planning principles should be applied equally!!
- 4 story buildings are not appropriate in the middle of any neighbourhood!!! There is enough possible densification along corridors without ruining all of the parks in the inner city. Corridors run close to the parks so they are still accessible. Part of the benefit of the park is the open space- towering buildings will wreck this. Also, why does wildwood get to enjoy their park (the ridge) with no densification but Glenbrook and Glendale do not?? Planning favouritism for high income areas!!
- Why are parks in Glenbrook and Glendale being targeted for densification when the entire ridgeline in wildwood is not? This is blatantly unfair. These "principles" mean there are back to back blocks in Glenbrook being identified for development (around 26th avenue and 45th street) and very little change proposed in areas to the north. This is NOT equitable. Developing around parks is a bad idea but when you couple it with special treatment for high income areas it is absolutely atrocious
- This is a horrible idea! People buy houses near to parks because they enjoy open space and less dense areas. Surrounding all parks in these neighbourhoods with enormous buildings will ruin all these inner city parks. The park on Graham drive/29th Ave and 45th street SW is close enough to densification on 26th Ave and should not have any additional densification around it. This small city park is already heavily used and can not absorb blocks and blocks of surrounding enormous buildings.
- Large/medium buildings should NOT be allowed around Graham park (29th avenue/Graham drive west of 45th street) as this area is already close enough to the possible large buildings on 26th Ave. The map show potential large buildings on 30th Ave, 29th Ave, Graham drive and 26th Ave near 45th street - these are all VERY close together! 26th Ave is the only street that should allow larger buildings. Implementation of this map would will ruin a truly wonderful neighbourhood!
- 3-4 ft fence along Sarcee Trail bordering Edworthy off leash park.
- The communities (Wildwood and Glendale) are built and people purchased homes based on small community living - not having a urban feel. The green spaces and what makes the neighborhood so appealing is it's walkability which would be ruined if large towers vs homes were built. Nothing more than single family or duplexes is appropriate.
- Putting 4 storey +buildings on these parks is a bad idea. I live close to the Graham Dr./45th st park. People come from even farther away to use the playground set, skate/play hockey, walk their dog and even cross country ski. They park in the back alley and it isn't a problem because of the current population density. The addition of apartment buidings/condos will screw that up. Increasing population density increases unsavory characters who will ruin the park for everyone.

- The area around 5th ave SW & Wedgewood should not be over-developed with large-scale & commercial structures. Adding this density would effectively blockade the school & community center/playground from the neighborhood population that it serves and prevent parents from allowing their children to enjoy the neighborhood as freely.
- 37 st redevelopment has resulted in no street parking without infringing & eliminating two lane traffic on the corridor as now when people park there it reduces street to only one lane. It disadvantages already poorer folks who rent along street and have no defined parking. too much the sidewalks installed were not widened to accomodate both pedestrians and bikers who travel to work, school or to Mt Royal university or to connect to the bike paths south of Glenmore or North to downtown
- Generally, I support the idea of 4-6 story buildings. However, I would want more specifics (i.e., location, use, etc.) before supporting taller buildings.
- Why are we wasting our money on projects that only benefit the developers of the projects
- On Spruce Drive, north of 8th Avenue, and especially on Cedar Crescent.
- The time has come to develop the land around Westbrook station. It's such a shame to see that beautiful station underutilized because people don't feel safe and would rather drive. Turn up the pressure on the developer. This is could be the hub of activity for the neighbourhood. Also, please push for more mixed use buildings in the transit/corridor areas. Stores on ground level with living above would do so much to improve the vibrancy of the neighbourhood.
- Would not like to see any community changed by having larger development around their parks.
- As above
- building around parks seems to make more sense when there isn't a street between the park and the building. The Glenbrook Park greenspace between the townhouses is nice since there is not a road in the same area.
- Similar answer as on the corridors. Just because the area surrounds parks and open spaces does not mean it is in an area where existing residents bought into higher density.
- 4 storeys is so tall. What does this do to house prices around these? What about the privacy of neighbor houses? We can't put patios on our roof but a 4 storey complex can be built next to my yard? Doesn't seem fair. Where are all these people going to PARK?! Along the street? Along the park? If you think that just because you're near a bus that the only people living in those buildings will be people who ride the bus or walk? Dream on. Again, look at the appt on bow tr.
- The Open space around Wildwood school is not appropriate for 4+ story buildings given it's entirely zoned as single family right now. A more transitional density would be better like RC-2 to increase density and use, but also remain contextual to the community
- Part of the reason we purchased home in Glendale was because of the zoning and the R1quieter neighborhood. I would be very upset to see large building along the parks in our neighborhood.
- Areas around parks should feel spacious and not walled in by big buildings.
- All open park spaces should remain open, walking paths and green spaces are important ex ) turtle hill
- I don't agree with adding high density and commercial around all of our park spaces! Anything above 4 storeys will create overshadowing and make the parks uninviting.

Commercial activity should be directed to hubs. All streets should NOT become Main Streets. Very poor planning idea!

- The parks and open spaces will need a lot of recovery time after building is complete.
- The Open spec around Wildwood School is not appropriate for moderate to high density redevelopment. The community of Wildwood is predominantly RC-1 and it's not practical to jump all the way to 4+ storeys without the missing middle. This redevelopment plan misses the transitory incremental density and seeks to put high density directly adjacent to low density without an appropriate buffer.
- Having more people use the parks and playgrounds increase the vibrancy of the neighbourhood. The (traffic) safety of young children walking to and from the park will need to be planned for rather than reacted to in the event of a fatality
- Again Mr Putin will love all this density. You people are exhausting.
- too much density
- All parks in the area are small enough as it is, so an increase of population density will overcrowd them. As with so many other former green spaces, these will become brown spaces, full of garbage, needles, etc.
- I completely oppose any further development along parks and open spaces in the community of Wildwood, Spruce Drive and Bow Trail. Traffic issues, huge congestion in the summer and full parks are already wrecking our community. Your Corridor plan says to imagine 'more people out in the parks' (essentially) and how wonderful that will be - that is far from the case. Having some space where it isn't wall to wall people is what we want, not increased density! Create more green spaces instead!
- Please leave green spaces be. It's nice to be able to get outside and enjoy the Sunshine. Hard to do when big building surround the green spaces and block out nature and the sun. The Marda Building and the Ode on building you used as examples were why I left marda. They're huge and cast shadows on patios, added to congestion, the noise of building was awful, the infrastructure can't handle the traffic, and it ruined the quaint delightful community. Please don't do that to this one.
- Leave parks and open areas undeveloped.
- If you develop 4+ storeys, please ensure retail/mixed use is at ground level
- The green space around the west side of Wedgewood Dr SW and the north side of 5 Ave SW does not need to be turned in multiplexes and retail on the base floors. What would have been nice open park space to recreate would look like a strip mall for all those residents that face the park on the south and west sides. What a blight!
- current infrastructure is not prepared for increased density. water/sewer, roads, parking, accessibility, feeder systems, school capacity, etc...
- We should try to preserve as many parks as possible, and if possible those using wheelchairs should be able to use the space as well.
- By allowing development along parks it will take away from the communities enjoyment. Individuals like the quietness and serenity many of these parks offer, if there is too much traffic or development it takes away this opportunity. I think as long as these parks are within close proximity to where development occurs that would be much more enjoyable for all. I don't feel there should be large development around any parks.
- While high density around a park makes sense in Manhattan, it doesn't in Calgary. If we can get the TOD and Main Street / corridor density right. Need to find incentives to move developers off the spot-zoning for R-CG infills.
- Stay farther from parks so everyone can enjoy them

- For profit developers should not be given FREE access to our parks and green spaces. Access to calgarians will be blocked and shadowing will diminish the parks use. AGAIN THE INCREASE IN LAND VALUE DUE YO BROAD UPZONING MUST BE SHARED WITH CITIZENS.
- Some benefits to having multi-residential units overlooking park spaces as more people can enjoy the views, open spaces, but it has to be balanced with the specifics of the site. Ex, don't shadow or shade the park spaces, make it visible to other residents to draw them in. Surrounding a park with towers does little to create ambiance in the park. It must be sensitive to the area.
- East of 24th st and North of bow trail for reasons above.
- South of holy name school there is a small park and most of the blue area has been re developed-in last 5 years with large semi detached and large singles . 4 story building overlooking mainly single detached across the lane would have a huge impact on single detached to the south ( as well as most of it has already been developed so not huge opportunities for redevelopment anyway. As well, 4 story buildings or higher would not be appropriate Surrounding holy name school or Killarney school.
- Development should fit the area character and areas adjacent to parks should be considered individually. Most areas in the Westbrook area should remain as family units with yards. This is to encourage the retention of families close to downtown and stop the ill conceived creep out to the edges of the City with the need for expensive infrastructure that this creates. Apartment style properties should be confined to major arteries 17th Avenue and Bow Trail and around the Westbrook station.
- High scale buildings next to parks and open spaces will shadow the park rendering unusable by many. With so many days every year being short daylight, it is imperative that light and sun is provided to parks and open spaces where citizens are using them.
- The park-side locations are the most attractive real estate, and have the nicest housing stock. Clearing these areas out for higher density seems ill-advised. Not sure why the northern and western edges of Wildwood are exempt from the proposal (consistency), and the Western edge of Optimist park (which is mainly a gravel road and could be developed), but in any event I'm opposed to this the entire initiative. Creates major overshadowing issues with 4+ storey buildings beside bungalows.
- The parks around Wildwood Elementary and the community centre are popular and well used and this area is not appropriate for large developments.
- Leave the space around the Wildwood Community Centre and school alone. We need to feel the openness. Again any development in the Wildwood community should not be 4 stories. Stick with 1 max 2.
- Near Wildwood School and Edworthy Park
- The areas around Wildwood school and community center should be left as it is. This is a nice quiet neighborhood, and additional units would put far too much pressure on community infrastructure.
- These types of buildings visually block off the park from pedestrians and homes around the area.
- Everywhere around these parks should remain lower density consistent with the existing homes, no higher than 3 stories. Even 3 stories is out of context for some areas. Many of them are in the middle of communities, not on major transportation corridors where that kind of development should be focused. The last thing you want to do is bring more

traffic into these areas. Consider the impacts of the shadowing of 4+ stories on the parks and the neighbouring homes.

- 45 st west of Bow trial
- Ridiculous to put 4 storey buildings around schools. Do not see this in any wealthy areas but you think it is a good idea in our neighborhoods?
- Please stop trying to build high density infrastructure in every open park space. The greens spaces are an integral party of community, spaces where people gather and children play.
- Fix the usability of the current parks instead of trying to spend valuable money on projects that will only benefit a small group of developers.
- There should be no large-scale development adjacent to parks, schools and green spaces.
- We take kids and dogs to parks in evenings , making these areas busy with traffic is not ideal in my opinion
- See above for 3 vs 4 storeys
- The parks in Glendale and the surrounding streets should be kept to lower density. It has been historically noted that an increase in high-density housing in an area can be associated with the destruction of open space and parkland. We believe that the higher density proposal should stay around traffic corridors such as 37 St. Parks can still be enjoyed by the larger population while still keeping the parks protected.
- By Glenmeadows School. Please do NOT add to the population and traffic in this area - it is already unsafe for students and residents with the amount of traffic in the area! Also, part of the appeal of these small community schools is the small community feel and safety - you cannot get that in many areas of the city. Please do not change this
- The parks and open spaces around the Wildwood Community Centre and school are extremely well used for recreational purposes and community connection. These spaces should remain parks and open spaces for the mental and physical health of our community, and all of the residents of other communities who come here to walk, garden, skate, play tennis, baseball and soccer.
- Not appropriate along Spruce Drive and around the school yards. No moderate or large development in Wildwood.
- Wildwood green spaces and utilized year round by the community - they are vital to the people who reside in Wildwood not to mention a big reason why people choose to live here.
- All areas around schools. Same traffic reasons.
- The Wildwood community garden, athletic fields, school yard and community centre are well utilized green spaces that need not be decreased through development.
- Spruce Drive and Wedgewood Drive - existing buildings are sufficient. Further development is not required. Integration is not possible in this location due to traffic congestion. Any attempts to promote development will be a detriment to the existing environment.
- "Especially in established neighborhoods some buffer to green spaces should be given. Such a those proposed for the Edworthy and DOuglas Fur trail areas.
- IE limit hight to two stores and recommend native plants for landscaping."
- The area as outlined in Wildwood. This is around a school where there are already lots of traffic issues during drop/off and pickup and high density (assuming lots of street

parking is needed) would add to congestion and the unsafe traffic issues around the school:

- There will be increased traffic where kids are walking and playing. There is also very little parking as it is some days and by increasing the density there will be even less.
- Condos should not be build next to park. They will block all light. Increase too many cars. This makes no sense for healthy cities. This feels like a developers dream come true and frankly a betrayal to residents.
- There should not be moderate to large scale development around Parks period. That sort of development effectively cuts off park from pedestrian and resident access and recreation. It also shades three sides of it, substantially decreasing its enjoyment - an irrefutable point.
- ANY AND ALL PARKS NEED TO BE LEFT 100% ALONE. We do not need to be a high rise city and certainly not in some of the areas proposed. The community of Glendale needs to be taken out of any plans for any of this as it is not appropriate for this kind of community due to the parks, the schools and what the people living in the community want and pay for. Stop developing where developments are not wanted or needed!! Start listening to the people who live and reside in Glendale!
- One thing we value in Glendale is the RC-1 designation in most areas. It is a BIG driver for moving here. Please focus on developing natural spaces in the greenspaces rather than taking away greenspace/making it less visible with 4+ story developments.
- It's a bad idea to overshadow parkland. A lot depends on the topography and setbacks. A 4 storey building on a hill it has a much greater negative impact on the park. It also depends on how big the park is. Tall buildings surrounding parks, especially smaller parks, makes them feel closed in and dark. It's important to maintain views and sightlines from some parks as well. Parks can feel overpowered if surrounded by taller buildings. It needs to be evaluated on a site by site basis.
- access to the green space IS accessible. Surrounding Optimist Park with multiple units is not acceptable to those of us who live on the park and never want to see 4 storey buildings across from us.
- ANYWHERE that borders parks and green spaces. These are central places for the community to enjoy. Not to be paved and put up a parking lot. The neighbourhoods in our communities are beautiful, historic, lucious and enjoyed by residents. We do not want high density development in Glendale. Push your high density, multi family per home agenda in killarney and marda loop where it's already begun instead. I am disgusted at your lack of consideration toward our neighbourhood integrity.
- I don't agree that houses backing on to our lovely parks would be better utilized as 4-storey buildings. These houses, along corridors and all of our parks are what is so unique about our neighbourhood and the fact that they remain single family homes and it's what makes our neighbourhood close-knit, and feel like a small town within the city. Taking this away would change everything about Glendale and why people live here.
- Large scale development around the park space near turtle hill 45th and 26th is not recommended. It's one of the only large green spaces we have in the area and more condensed housing will overwhelm this space.
- All parks in our areas are within walking distance. The last thing we need is to bring people (and vehicle traffic!) in from other areas.
- Doing this around green spaces/parks within communities (Glendale/Wildwood/Glenbrook/etc) is inappropriate. Most of these green spaces are

home to schools and community centers and accordingly, the development of large-scale development would increase traffic (both people and car) to a level that would not be appropriate around a school. Why would you ever put a condo building, in the middle of a single-family home neighbourhood, right across from a school???

- Talk about ruining a great park and community space. The green spaces and parks running through turtle hill are what make Glendale such a wonderful place to live. Knocking down historic and beautiful homes to satisfy a density mandate would be awful. Not to mention the traffic this would add to quiet streets. I want my kids to be able to play outside without having to worry about traffic. How does none of these plans include crime reduction? That should be the 1st thing on the cities list.
- All of it. Large scale developments should not be around parks. Large scale developments do not belong near nice large green spaces.
- All around optimist athletic park, Glendale school and Glendale community Center and turtle hill. This is a community feel and would make the whole area feel commercial wrecking the community feel. There are no pathways and very little green space in these areas. These community parks should be left to feel like a community and park not commercial or large scale space. There are no natural areas in this community and putting in large scale developments ruins this even more.
- Anywhere within Glendale. We live in this neighbourhood precisely because it is single family dwelling
- Increasingly, park users are not proportionately represented on the community associations which oversee, or who are the fantastic custodians of, our open spaces and parks. The Shaganappi Park has this disconnect, I'm afraid. Decisions regarding parks should be made only after user input is actively and directly solicited by the city, which has the resources to do so. Input can (and should be) shared with associations so they take decisions based on as broad an interest as possible!
- Confused about the question but don't want our green spaces to be built on. The reason we moved to Westgate was for the community feel, liked that it was not high density and that there was a green space across the street for our kids to play and kick the soccer ball around. I love the older style bungalows and would be very saddened if they were replaced with 4 storey buildings.
- In developments more than 2 stories I would like most, if not all, of the ground floor dedicated to commercial and service enterprises.
- These lines need to be thoughtfully redrawn and considered. There is a difference between planned and beautiful densification and building walls of cars and large buildings acting as walls around our parks. Parks shouldn't be for the exclusive use of high density homes, the beauty is in the mixture of usages and planning to ensure that all can live in harmony. The blanket sketching around all of our parks is wrong!
- Large scale development adjacent to parks seems entirely contradictory. Then you are left with closed spaces and defeated parks. Can people not walk or cycle to parks? How do you get a park / open space feeling surrounded by high density?
- The R1 zoned areas within Westbrook area what attracted many residents to the area. Strong engagement will be needed to ensure an appropriate development is approved in R1 areas, particularly when it impacts the green spaces.
- The park surrounded by Kerry Park Rd. & Kerry Dale Rd is a small green space with quiet traffic patterns and is well enjoyed by residents. This would be wiped out by 4+ storey developments.

- Within Westgate and Rosscarrock there is so much open space that is just wasted space. It is rarely used and completely inefficient. Would like to see the edges developed with multi use civic facilities - add affordable housing/ seniors housing and better program the open space to ensure its better utilized.
  - It would be inappropriate to use any of the fields and open, green space around Wildwood school and community center. Open, green space is well used all year round for families in the community and also visited by multiple families from outside the community. Same as above! It is already busy enough in the community.
  - I can't understand why the green spaces would be ringed/blocked by higher structures. They become less visible from outside the park and inside the park would have a wall effect rather than a softer transition.
  - "NIMBY and NIMFY please
  - Kerry Park is an urban oasis where you just recently invested in planting additional trees, and is a highly valuable green space. You appear to be largely in favour of protecting and enhancing such areas in other locations in this plan.
  - Your own Communities Local Area Planning document circulated to area residences states that ""the value of community green spaces goes way up"". Your map fails to identify Kerry Park as a Park and Open Space."
  - Again, 45th Street between Spruce Drive and 17th Avenue has high traffic at certain times because of the schools. It is also a snow route. Multi-res along here would make this grid-lock.
- 
- Better across from the space at Richmond green then selling off our green space at Richmond green!
  - I understand your ideas for large scale housing. What I see is greatly missed is the opportunities for families to have single family homes and experience the community that surrounds this community. No where is mentioned the benefits of single family homes and communities. Building a 3 or 4 story complex next to someone's single family residence is nothing but rude and inconsiderate. Not to mention extremely poor planning! I feel there has been very little thought on this matter!
  - Don't want to block in spaces with buildings. Access to sun is also very important
  - 4 storey development is not appropriate at all for these areas.
  - Building density around parks is the worst idea I have ever heard.
  - The parks are an integral part of this area of the city. I have lived in this area for about 21ish years and one of the most unique and liveable aspects was the amount of parks and natural areas it had, especially walking towards spruce drive heading towards Edworthy park. I think it is INDEED essential for these areas to remain the same.
  - The green spaces in Glendale are utilized by the residents. But it appears that is not enough, the City of Calgary would like the green spaces crowded. Again, one reason people have chosen to purchase homes in Glendale is because it is a neighbourhood with single family homes.
  - I don't know the southern parts of the project so don't want to give a blanket no
  - No development around parks. Terrible idea!
  - see comment 1 above. (Wonder about wisdom of increasing height around all edges of parks. Is there a danger of creating a 'wall' of concrete?) not opposed to some upzoning but concerned about potential long term impact of a 'wall' of upzoning



- 45th is a bike route but not very safe as is and will be less safe. Need it to access River Valley pathways- density on one side only to make dedicated bike path - green spaces that are cut by 45th Ave full of children - density not desired it adds vehicles - safety issue.
- The majority of parks shown on the map are small/ narrow and are not conducive to have higher buildings surrounding them. I find many buildings illustrated in the photos throw too much shade and make many streets depressing. I think surrounding parks would have the same effect.
- around Glenbrook school
- the area has a [illegible]
- 'community focus' highlighted along 33rd Ave and Glen Patrick drive - would not be as St appropriate for higher density housing - for access to park and open space- traffic on this street is already high due to the Glenbrook elementary school - buses, parents picking up students. High density would make this worse, and access to the park would not override this downside in my opinion.
- around all of them- Max 3- 4 stories with focus on residences and small shops, not big box store or chains so that local business can have a chance to thrive.
- not appropriate. Creates too much traffic.
- Richmond green - this space needs updating. However, four plus story development will only add to an already congested inner city area. This space is one of the last remaining parks in an area that has been \*overdeveloped\* [IE Marda Loop - It's awful trying to get to Safeway now!]
- the Richmond wedge. The bird house park is too small too act as a focus for such large scale development. Maybe the old Viscount Bennett site might be more appropriate
- note: water resources have claimed OWC site so we may not have any accessible park space here once the reserves have expanded.
- Richmond green ball diamonds this space should not be sold off and rather preserved. You say on page 11, 'protect open spaces' and on page 10 'invest in parks, open spaces...' - Losing this greenspace and increasing the density as outlined here would be detrimental to our communities and all Calgarians.
- the park on 26th Ave and 28th St
- around both the holy name and killarney schools on 28th Ave. These locations are already busy during drop off and pick up times and the parts are typically reserved for school use.
- high density development should be limited to transit stations and commercial areas and only those parks bordering these busy areas so as to keep quiet, low traffic, safe pedestrian areas where they are already. There are lots of busy corridors available for these developments - 37th St, 26th Ave, Richmond road, 29th St, 17th Ave. We are happy to walk to these streets for the amenities you refer to.
- see you both: also increase garbage has been a result of multifamily dwellings already allowed. Commercial garbage removal is both an eyesore as well as infrequent when compared to city services. This community is not inner city and should remain such [if anyone actually reads these!!!]
- I support our one and our two zoning around parks, not large scale development.

- as long as there is no net decrease in parks slash open spaces, develop everything and everywhere.
- park spaces need wildlife connectivity and 'escapes' from high dog use. Each park site should be reviewed for wildlife patterns and suggest 40% 4 story plus density ringing a park should be the maximum. And in only four to six stories around parks. Any taller and there is no relationship with the open space.
- I am concerned that the integration of larger communities will not take into consideration the effect on housing value in the areas they are designated - especially in residential areas.
- These should remain green spaces for families, dogs and picnics.
- there should not be any four story structures around parks
- along 8th Ave by the schools since as noted above schools already have a large influx in morning/afternoon causing issues with residents.
- 4 plus stories not appropriate when the open spaces are school grounds. These are not part spaces that are open to use by residents a good part of the time. Also, any large development should be evidence based as attracting families with children if it is anywhere near a school. Traffic already is a problem around these spaces at certain times of day.
- Westgate greenspace is already very busy with school activities, soccer, ball and hockey. There is already a problem with traffic around the greenspace which includes 2 schools, with buses and individuals cars on 10th Ave, Westminster Dr and 8th Ave.
- parks shouldn't just have single family homes next to them. But if we are increasing density, we should also gain more park space, not simply rely on the existing park spaces that are available. For example there should be a quality park by Westbrook LRT station as part of the redevelopment there.
- there should be no increased development around parks in Westgate.
- surrounding parks with large buildings is the worst idea in the history of our city. Please do not allow this to happen.
- if not affecting parks and greenspace, OK. if it would affect parks and green spaces I am not OK with that.
- nothing greater than four stories as population density would be too high.
- fix the streets and roads destroyed by developers digging up for infills and never properly fixing the roads.
- you specially Wildwood glenbrook and roscarrock. These are open, inviting spaces for families who live [by and large] in modest single unit homes stacking up large, shade producing projects will deteriorate the character and invite much traffic [no parking is included in most plans closed bracket to a walkable area. Killarney is almost impossible because of this already.
- parks and open spaces will be decidedly disrupted with the imposition of moderate and/or large scale developments.
- turtle hill on 45th St between 26th Ave and 17th Ave is not appropriate for development. It does need more features and accessibility for Calgarians to better utilize the space.
  
- homeless presence in parks and open spaces is a problem and I would not let my daughter spend time even on our sidewalk unsupervised.
- no more congestion! More green space

- along spruce Dr near the park/greenspace in spruce Cliff. Please, please keep the green space in park, or no fork plus story! thank you.
  - the community of Westgate is primarily single story bungalow style housing. Four story developments come with multiple dwellings is inappropriate near the 45th St LRT station. There is limited access and egress from this community as we are surrounded by boat trail, Sarcee trail, and LRT/ 17th Ave: 45th street is our only in and out route. We have narrow streets with limited on street parking with the residents who currently reside here today
  - The area around shaganappi park should remain RC2. Not every park needs multifamily apartments to be useful. Have you looked at 'our' park on a busy winters day or cleaned up dog poop deposited buy out of community dogwalkers dogs? The Creek restoration was 95% community led and is being used by people all over the city.
  - the streets around shaganappi park should remain Darcy to the park is already heavily used by visitors from other communities [off leash park for dogs, skating and tobogganing]. Part of its charm is that it's located nestled in an RC2 area and not amongst a bunch of condos/apartments
  - the scene is true [legible area identified to the South of shaganappi country hills which community has large historic [eligible] 14 to Ave southwest between 24th and 25 a streets
  - I am not sure but I am assuming this would only be able to occur if several existing lots were consolidated. This doesn't seem to be practical or realistic. Not sure why it would even be on the radar. Focus on where real opportunities exist.
  - people can walk to the park like the rest of us , let them live along the main corridors. Designate one off leash dog park. Make it a fenced in area with visible signage to indicate its use. Supply proper trash bins. An example is the dog park in the new Curry barracks development. More 'visible' no dogs bylaw signs in green spaces, playgrounds, schoolyards, soccer fields and baseball diamonds in our neighborhoods which are currently misused as off leash dog parks.
  - so newer communities [illegible] public land by putting houses around them. Your idea of houses across the road or lane is sound.
  - 14th Ave and 24th St see comments in one above. In general, I think it's mistake to enclose open spaces with four plus Storey buildings.
  - around shaganappi park there is no need for high-rise multifamily buildings. It will ruin the park. There are lots of people in the park already the whole year round. Stop building condos in this neighborhood!!!
  - 1st part same as above. You can not integrate moderate to large scale development into an established community for the same reason as #2 more people, more care no parking – look at Marda Loop area. You will destroy some of the best communities in the city.
- 
- Would have preferred to leave Richmond Green Park area to remain as green space and picnic area.
  - Sad to see all the lovely trees destroyed near the Shaganappi LRT east of the golf course. Surely they could have been incorporated into whatever development in planned for that area. A walkway over Bow Trail leads into that space on the north side of Bow Trail. Shame!

- Depending how development is done- it would be nice to see some revitalization of our current parks with more modern & bright equipment sitting areas etc. If retail is included, shops need to be appropriate for families.
- Graham Drive park & Turtle Hill park
- Around parks if tall buildings are built it takes away from the feeling of openness and can reduce how much sun can get in
- Green space means space!
- Wrecks the neighbourhood
- Our parks & open spaces are used by many as it is- more means more of everything-
- See my answer for question 1. I am also concerned that there will be large-scale development near Currie Barracks where there already crowded new housing for families.
- Parks are green. Not a mall.
- On 26 St N of Bow Trail (as noted above)
- No high density around parks & open spaces to maintain the enjoyment and nature of these areas for use by public. Open plan, open spaces improves security.
- Large scale development or any development is not appropriate around Edworthy Park. Leave the park, there is tremendous access around the park and usage is at a high level. Parking is available to visitors. It is on a bike path. The current green space surrounding parks should be left alone- don't develop it- there is wildlife, wild flowers for early bee's, don't block the sunlight, leave the green spaces for people to gather. Think about the environment and health of people.
- I feel Wildwood in not a community for hi-density exposure. To suggest large scale developments along Spruce DR and the Bow River is ridiculously unreasonable... What are you people thinking???
- Leave them alone
- Only around some large green spaces. Maximum four storeys of housing only, otherwise these spaces are overshadowed.
- Areas further back into the communities do not have sufficient infrastructure (especially road sizes) to handle increased traffic. Specifically areas to the north and east of Optimist Athletic Park and around Vincent Massey School. (8th Ave, 10th Ave, Westminster Drive). Putting 4+ stories on the edges of communities is less of an issue, but deep inside neighbourhoods will cause more issues.
- Leave the parks alone. The people who don't live near by need to park to use them especially in winter.
- [illegible] around Turtle Hill should stay protected these homes bring value to the housing market in Glendale
- Don't build around schools or parks. People need to park there to pick up kids
- I live by the park on Graham Drive. I fear an apartment along it will lead to no parking in the back lane. Mothers with young kids park there in the summer to use the playground set & swing & picnic. Parents park there in the winter park there to play hockey . Also [illegible] St is already hard to drive in the winter. You will make it worse with apartment building.
- No 4 storeys and a lot fewer multiple dwellings people want their own homes!
- See above- also please keep in mind the heavily- used turtle hill tobogganing on both sides of 45th

- Westgate does not need anymore traffic in the area. It is so congested and my street 47 St S.W. is a traffic nightmare.
- High density will destroy the peace & enjoyment of the parks
- Our parks already draw in non-locals to use destroying the grass
- Replacing/ developing around parks and open spaces is extremely poor desition. You- the city of Calgary should be looking at other ways to increase density, ridership on Ctrain, etc. Example of overrunning to Douglas Fir Trail, Quarry Rd. Trail combine with Brookfield development, like ridership is here.
- I think that 8th Ave in Westgate is already very busy & already has an apartment complex across from the school community centre. I do not think it's appropriate to have 4+ storeys along or in this area. The 50's style bungalows & community feel is why we enjoy living & raising our children here. If we wanted a more dense/lively area we would have considered moving to a different community in Calgary.
- Don't put big buildings in the parks/ open spaces area Turtle hill p[ark & the Graham Dr park need the backlane parking for winter & summer sports. 29th street & part of Graham dr are hard to navigate in winter at times because of ice build up.
- We moved from Harvest Hills after city approved a development that destroyed the safety, appeal and enjoyment of the once quiet residential neighborhood. We moved to Wildwood where we paid twice the cost of our previous home to enjoy a quiet neighborhood. We enjoy all kinds of wildlife and birds that future development will threaten.
- As long as no parks are reduced.
- Along 29 st sw & 26 st sw.
- These parks and open spaces are currently used and valued extensively by the community members. If we are adding density long the transit areas and corridors. These green spaces can still easily be accessed by those people wanting to use them. We want to keep the community feel we have, with many families in the neighbourhood- we need spaces for these people to enjoy. (Glendale)
- Stupid question... open spaces... get it...?!
- Parks & open spaces are scarce enough; don't need any more development/ density increase. The developers have had the city in their pockets for far too long!!
- We require larger & more green spaces; not reducing them by increasing development adjacent to & on school properties.
- Developers are not providing enough new plantings when the large mature trees are removed; City allowing greater lot coverage! Not ecologically friendly in this development plan
- It appears that The City is proposing reducing green spaces such as @ between 30th st & 33rd st at 28th & 30th Aves- this is a decrease with an increase in population & makes no sense
- I oppose parks being singled out. Almost all! Lots of the parks selected are no where near transit hubs. Apartments don't need to be right on parks for residents to use them. They will ruin the parking for others, block sun to parts of park.
- Specific park: park off 45 st. between 26 ave and 30 ave has a (hockey) rink in winter used often by kids for hockey. No replacement for that in Glenbrook. The double ice at Glenbrook community centre is used more by adults (walled) and non-hockey players (unwalled) parking changes caused by 4+ storeys ruin it.

- No build up by parks and open spaces! Such areas need parking available for Calgarians to visit parks. Kids will be crossing there! Don't add to the traffic and remove visitor parking opportunities.
  - Parks along 45 st (not sure about others) People park along them and in back lanes to take kids to park, for soccer/ football/ hockey/ picnics etc apartment buildings ruin that parking ability.
  - See comments for 2. No build up near 45 st SW schools or parks, traffic would decrease safety.
  - Glendale/ Glenmeadows/ Turtle Hill.
  - Well used park area with playgrounds- should not be developed issues. Higher density is not appropriate. Parking issues. Will affect the park/ family use space
  - Parks are to serve the entire community, not just the condos. Parks will become like fishbowls, and the smaller parks will have less light and feel oppressive.
  - Edworthy park is already crowded, cars speeding through neighbourhoods, where is the safety, I thought the speed limit was 40km, signs in the community say 50km- confusing???
  - Parks and open spaces are not identified clearly on the map given, but if I had to guess, I would say development in the school yard fields are not appropriate of areas with existing playgrounds
  - Not clear on map which is identified as green space not in legend. Generally speaking, keep open green as is. Don't build big buildings on it.
  - Spruce Drive green spaces & Wildwood School & Community Hall park. Children are at these locations all day – there are enough problems with speeding traffic here and [illegible] to the Edworthy Dog Park- no more traffic or cars are safe or environmentally acceptable.
  - Again, 4+ should not be put directly next to R1. A transition zone from R1 to RC2, RC4. Needs to be in place to ease the transition.
  - Schools and parks in the middle of neighbourhoods should not have great big buildings built up around them.
  - The open space around Wildwood school should remain open as used for community activities & play area for school & neighbourhood kids & skating rink in winter.
  - Don't have development at the expense of green spaces. Never develop on the Shaganappi Golf Course site. Put a dog park in the park on Cedar Cres.
  - Maintain as much as Edworthy as possible
  - All of it
- 
- No commercial & absolute maximum of 4 storeys & only around the larger green spaces. Smaller green spaces should stay they way they are. Adding massive density & height would make these spaces uninviting!
  - See above

- How about building an indoor big mall w/ big water public pool amusement rides for kids and adults for kids & bigger food court w/c can offer international diverse food choices, cinemas, where families can be together all season esp. during winter (where there's not much choices to go to & enjoy as a family! (similar to Edmonton & chinook malls)
- See above Wildwood needs its greenspace all along Spruce Dr. SW to maintain the character and integrity of the community. The community exists on the N & S sides of Spruce Dr.; development of the green space would split the community.
- Areas on east & south sides of the Shaganappi park are not appropriate
- They are already used for high value housing.
- It would be a shame to increase the density around the parks as they're used frequently. As far as I am concerned, the density around the parks is great right now. I would be very saddened if the density in our Westgate community was increased- we live in this area because we enjoy the chance to walk & visit with neighbours. Many of us are gardeners and an increase in density would impact our gardens (more shade)
- This is a flawed concept – putting large scale development around parks will have the effect of restricting access to more people because access points will be pinched off and people will not want to use small corridors through large developments where safety can be an issue.
- Not Spruce Drive between Cedar Crescent access roads- there is already enough large scale housing in this area.
- Not encircling Wildwood and Westgate area elementary and junior high schools, again this would contribute to traffic congestion making it unsafe for kids walking to school.
- Not encircling the "Turtle Hill" area – it would completely destroy the essence of that community.
- We do not have enough parks in the area, do not reduce the green space please.
- Some areas should remain "traditional" single family home areas. This prevents overcrowding of people/ traffic and parking. It is also getting very hard to own a property where there are no condo fees. This is making it very hard for first time home owners to find something suitable they can afford.
- Parking
- Only larger parks/ green space should be able to have maximum 4 storey housing no commercial. Large buildings overshadow parks & create visual restrictions. Smaller parks/ green spaces to a maximum of 10m tall.
- The area of a lot use to include green space with trees, now all I see is building with all the green grass and trees removed. The green scrubs the air and allows us to breathe, the same can't be said of large buildings. Again, why do we continually have to be talking about rezoning? There is nothing wrong with a nice quiet community that you can walk around and not constantly have to breathe in vehicle exhaust fumes. Vehicles lines up to exit a district each morning and going from traffic light to traffic light because they are not synchronized and the road can't handle the volume. Please stop the madness!!
- The entire purpose of parks and open spaces in too create a sense of ease and relaxation not business and shops. This is just an excuse for more development = greed
- Along the park area of Killarney Park
- Most of these parks are small and a 4 storey building near them can be overwhelming. Also light blockage could be severe. I like the new 4,5,6 plexes being built- increases density substantially without overwhelming the neighbourhood

- Again plan for south exposures & step backs if over 3+ storeys, integrate green into buildings consider getting rid of cars on some park streets
- The area west of 45th Street & south of 26th Ave has parks, a community centre & a population of very young families- many preschool & babies in the area as well as school age children as young families are replacing the original residents if 9+ storey homes are built, they will probable be occupied by people who do not have small children. I found the whole tenor of lower Mt Royal changed when the developers moved in. I lost my 1906 totally renewed home as I was squeezed out. If we want a place for families to thrive we should not build around parks & open spaces
- See above. The greenspace along Spruce Drive should be preserved. Too few in this city already.
- Some areas around parks are marked, others not; why?
- Do not do this next to parks!! This will again create too dense of a neighborhood, and people live here for a reason. Do not do this!
- Around Turtle Hill park – already a very busy area w/ schools, Optimist Park & Turtle Hill. Keep turtle hill a safe area for kids to play and toboggan! This is a key community space!
- See answer to #2
- Building these 4+ storey building will block the views of the green spaces, depending on how they are built they will cast huge shadows on the green spaces.
- You need to protect and preserve parks and open spaces. The City is already using existing green spaces for more and larger developments.
- The only ones who benefit are the developers who become richer, and who don't care because they don't live in the large scale ugly buildings they impose on our community
- Parks and open spaces should be left unaffected as far as light, weather patterns, adjacent
- Parks and open spaces should be left unaffected as far as light, weather patterns, adjacent parking and traffic- and unnecessary congestion.
- Most parks are situated inside well developed single family home streets. These multi level huge complexes are not needed nor welcomed
- For heavens sakes, it is a park! Used often at all hours by many- do not even think about!
- Same area (28th Ave) same problems.
- Moderate to large-scale development around existing parks is not appropriate. By putting large buildings around the parks and open spaces it makes these area feel more isolated and less welcoming to community members. [illegible] are currently mostly young families with babies & toddlers and [illegible] in this neighbourhood & Killarney (Glengarry). Ie. Right now how the residential area/ feel of the neighbourhood with single family detached homes, new infill duplexes & townhouses around the open spaces/ parks feels like a tight knit community of young families & it doesn't need to be changed by adding materials to large scale development.
- The map suggest circling Shaganappi Park with four plus story buildings. Again this will irrevocably alter the character of the neighbourhood and transform shaganappi into the beltline. This is not supported by current residents.
- Building 4+ storey buildings puts the homes in the area at a major disadvantage – who wants people peeping down at their yards? Who can enjoy being in their backyards with no privacy & perhaps less sunlight for their gardens?
- There is no need of anything above 3 stories around our parks



- Parks and Open spaces are required to be “open” which allows for easy accessibility and natured look without large buildings blocking sight lines & access. Also more cars would block ease of walking (cars parking for large buildings).
- Large scale development (4 storey) inappropriate at Shaganappi Community Park. Existing inventory of residential space likely to not be available for significant time.
- It will be beneficial for the city and residents if our neighbourhood is rezoned. I live on Glenbrook Dr. and we have big lots and lots of room to expand and beautify our area.
- All
- Where they obscure green space from the residents
- Where they cause shadows & wind tunnels around greenspace
- More consideration needed on deleterious impact of covering all the land w/ buildings, on the environment & human well-being
- Stop with the [illegible] bulbs in theory you say safer, in practice unsafe intersections for cars, bikes & pedestrians – traffic choke points
- As above.
- The community of Rutland Park and Richmond are furious with the city for selling Richmond Green Park to cram in more density. We do not want the park spoiled. The community was dense enough!
- Views & sightlines disappear when buildings are excessively high- wildwood was predominately a Bungalow Development
- All the areas
- Density can lead to higher rates of crime and the safety of parks and open spaces would be impacted
- Quite close to home. We have 3 schools with nice big green spaces and mature trees etc. Moderate to large scale developments would drastically change the landscape!
- Don't think so
- Traffic calming along 37 street SW has plowed vehicles down who leave Glenbrook Community & more into 37 Street SW Thank You.
- -Turtle Hill- Glendale
- -School yards in Westgate
- -Keep major development by Westbrook- huge open space beside wal-mart
- Parks and spaces are adequate no more building please it stifles the natural fresh air
- Richmond Green, keep it green!
- If you build on Spruce Drive you will be eliminating the “open space” which is one of your guiding principles.
- The idea that development is perceived as the position of the city without regard for livability and community reminds me of the 60's when they paved lots.
- As long as they don't over-power the area. Again, the parks and open spaces highlighted are not within walking distance of basic retail shopping. Anyone who disagrees has never used Calgary transit to haul groceries during -20 degree weather. These developments will increase population & vehicle density and strain infrastructure. Furthermore, many schools are located near parks. The increase in traffic could cause safety issues for children
- Moderate to large scale development around the parks and open spaces along Spruce Drive and 45th street east of Bow Trail is not appropriate. This would change the entire feel of the neighbourhood, which is the reason we moved here. If we wanted high

density- we would have stayed in mission, where crime, homelessness, dirty streets with drunken idiots is commonplace.

- Housing near parks should be low rises to ensure the parks will keep the sunlight (especially in winter).
- Get rid of the homeless thieving meth-head junkies
- Development of this sort along existing greenspace/ parks would have detrimental environmental outcomes to those spaces due to crowding, lack of amenities i.e. garbage bins/ washrooms etc.
- No large scale development should be done in the Optimist park areas, these should be left as is to avoid park & green space congestion.
- Your map is not properly labeled to show the parks and open spaces. These spaces are referred to as "community focus" yet in the question they are referred to as parks & open spaces, confusing (which is it?)
- Granada Dr- Small, quiet street but also has high levels of traffic due to school during peak times. More people and traffic would bring challenges.
- Who wants to be enjoying parks and open spaces with a ton of traffic from a development and said development cutting sun down.
- Same as above- loss of open space should not be considered at all.
- Keep our green spaces green! No developments that take away park space or cause removal of trees! Save Richmond Green!
- Increased development around parks will lead to increased traffic around parks making them less safe.
- The park on 26 St SW would no longer be welcoming of all residents- not enough playground things- if it was surrounded by 4+ storey developments. It's already difficult for kids to play on what they want.
- No large scale development around parks.
- Large apartment buildings surrounding the school grounds would be totally out of place in an area of single family homes.
- All areas noted on maps. We shouldn't disrupt current feel of these neighbourhood
- No in Westgate. There is no parking currently for Basement Suites & the streets are full of cars- it's a blight. Would ruin the green spaces.
- We already have increased traffic volumes & noise our quality of life has decreased as the noise volume has increased.
- These spaces are important to small communities like ours. If we have an influx of people in these areas they will lose their appeal to parents and children and [illegible] the safety to the area.
- Do not put large buildings around parks in our area all of the families enjoy each others company in these areas. Keep the large buildings where they belong around malls & certain areas large buildings mean more traffic and when you put more traffic around parks this is when children who play in these parks get run over.
- Development around schools is not appropriate.
- The City just took Richmond Green Golf Course to develop more condensed apartments!! Taken away the green space for 4+ storeys is absolutely stupid. Leave these spaces alone- quality of life is important to the residents
- Yes it is not appropriate. There is no good place for this type of development in any area around parks or open spaces there is already easy access to the parks and open spaces from everywhere in the communities.

- Sometimes a change for the sake of a change is not productive. I have lived in Glendale for 35 years and it is a great community for many reasons (sport facilities, walks, etc. It would be a travesty for someone to loose their house for coffee shops and such. If people are running their vehicles waiting at schools, have a no idle zone. There is apartments down 51 ST S.W. as well as on 26 Ave SW near 37 St Glendale is busy with vehicles due to 26 Ave it's only a 2 lane road, putting in 4+ storey buildings would only make it busier. Infil housing is a better solution. What is the real agenda to make such drastic changes to a great community.
- Totally unacceptable. Our parks & open spaces are small & to bring more people and traffic to the area is totally ill advised. Storey of 4 or even 3 buildings will block sunshine & will totally degrade the area. Higher density should be done in new communities & not forced in existing ones.
- Not appropriate around- Turtle Hill- only Tabaggan hill for multiple communities community ice rinks- no room and we need the rinks for recreation and community socializing green spaces adjacent/ across from single family homes- not large enough space
- All of them
- Our beautiful city is quickly loosing all the importance of green spaces and trying to have people believe that this is good for us. Trying to become over populated and European style cities is not for everyone. Taking away the green spaces would clearly be a tax grab not a benefit to anyone living in the area. We should be encouraging these spaces for children and family activities.
- Again- I do not agree with 4+ storeys. 4 Storeys is a good limit. I do not consider 4 storeys and higher as moderate.
- As our area becomes more walkable, the value of all the green spaces becomes even more important, so don't surround parks with high density.
- This is an insane idea! Clearly all development on the south side of parks, creating a canyon like effect and certainly do not enhance the parks. North side of park 4+ storey development would add to the "canyon effect" to combine to "block" the open space feel of the parks. North side development of 4+ storey development would also degrade privacy of homes to the north, cause greatly increased traffic and noise, compromise safety in Glendale and certainly negatively impact sunlight in the winter and detract from any attempt by residents to employ solar power/ heating. Having watched development in Marda Loop & mission, these areas are horrible noisy chaotic and far from the Glendale "family oriented" neighbourhood residents appreciate
- These small parks are for local community use and are already surrounded by residences. The only space is in the parks themselves which presumably is not for development. By increasing residential density around these small parks, you destroy their very nature are left with less livable communities. Also no viable businesses could ever exist in these areas. In Glendale there is absolutely no need for development around parks. Green space should always be protected here and in all communities!
- It does not make any sense to have moderate to large scale development around some parks, especially Glendale hockey rink, tennis courts, turtle hill, optimist for lots of reasons:
  - o Already parks are heavily used
  - o Will be less accessible for entire community
  - o These parks aren't designed for such increased level of use

- Numerous mature big trees will be cut down for development
  - Damages social fabric of community
- None of the parks and open spaces are appropriate for large-scale development. If the City must have moderate to large-scale developments are parks and open spaces, these developments should be restricted to neighbourhoods that already have higher density, such as Killarney, Rosscarrock, Glenbrook, and Spruce Cliff. Small or narrow parks are especially inappropriate for large development, including Turtle Hill and Glendale Park, as they would tower over and over-shade the parks. Parks that support community sports should also be excluded from moderate to large-scale development, such as Optimist Park- the already high usage stresses neighbourhoods due to limited parking. Turtle Hill and Glendale Park are also home to Northern Flickers, a protected bird species in Alberta, so consideration should be given to the ecologically sensitive areas. Parks surrounding alternative schools should also be excluded (Westgate School, Glenmeadows School) as they serve a very large zone of children within Calgary. Bussing options for alternative schools are extremely limited due to provincial funding and use of congregated bus stops, so many parents drive their children to school causing problematic volumes of traffic that would not be helped by large scale development, unlike locating large developments near standard CBE schools which helps encourage foot traffic.
- With the city's plan to increase density within the inner city communities our green spaces become more important. We can't afford to lose any recreational facilities or park spaces to residential or commercial buildings. How does removing trees and green spaces benefit the environment or communities? Glendale's green spaces are used year round for both sports and leisure.
- [illegible]
- Yes it is especially not appropriate near park & open spaces. We do not want to encourage this type of development in any of the areas noted.
- Parks provide important connection to nature, and the natural environment should be preserved as much as possible. This would be obviously destroyed if multi storey buildings are allowed to back onto our greenspaces. How can one connect with nature in a neighbourhood park when 100's of windows from multi-storey buildings are staring down at a person? Not to mention the very negative effect of possible retail development on the park border as well.
- Any development around our parks would greatly detract from the solace, recreation, and community fun in or parks. To propose development other than current single-family homes around our green spaces and parks shows a real lack of thought and caring for the current residents of the Westbrook communities. With this proposal, long-term residents would have to somehow walk around large buildings to find their already small bit of nature, while new residents in multi-storey buildings would be given easy back yard access. In addition, the increased number of vehicles would disrupt the peace of the parks by increasing traffic and reducing parking.
- Overall, the sense of space that is so important to being in nature, that a city park should provide, would be severely compromised. Development in our communities should focus on enhancing the important role of parks in our neighbourhoods, rather than negatively impacting them.
- "Parks go beyond the grass, trees and recreation equipment they compromise. They become integral parts of people's lives and essential parts of a community. They bind

people together over their shared love of the outdoors and their desire to see beauty in their neighborhoods." This is very true in regard to the greenspace/ park that runs through Glendale from the ice rink to Optimist Park. This public greenspace is integral to the Glendale neighbourhood, and helps give residents a welcoming sense of place and community. It is extremely well used by people on bikes, walking, jogging, playing sports, children playing, gardening, and walking the dog. Throughout all four seasons, neighbours meet and chat regularly in this communal space, and many residents enjoy, and are supported by, the social connections in our greenspace, together with the experience of nature. It is crucial to note that because the greenspace spans across 45th street, and the crosswalk is regularly used to go back and forth, any development along 45 street between 17th Avenue and 26th Avenue would destroy this vital community connection, and be very inappropriate.

- Very small parks e.g Glendale Meadows East of 45 street light [illegible] & shadowing is an issue of concern. How can this be avoided. However encouraging a neighbourhood feel that leads to high use with cases would be a positive impact around Westbrook community parks.
- Parks open spaces recreational and community facilities are prevalent as indicated on map and already shared with people from all areas of Calgary. Sports fields- soccer, baseball etc, Stampede Bands practice here each year and will be back soon.
- Building larger apartment buildings, town homes, etc will destroy the single family dwelling nature of the neighbourhood. Most of the residents, if not all, chose this area for this reason. Larger structures will block sun from some properties, destroy privacy, cause parking and traffic problems.
- See response to #2 above
- Also- green spaces and parks are scarce already- lets not make the situation worse
- Leave the parks alone!! This is a huge draw to our neighbourhood! People of all ages love the amount of greenspace we have & to add development in our area would ruin the atmosphere very greatly! What a terrible idea!
- Yes no parks should have large scale or small scale devel. Not appropriate parks with large scale 4+ development around the city are terrible always in shadow.
- All of the indicated area should be left alone! Don't take away the heart of our community with these stupid developments. With more people living around green spaces the more they will be ruined and abused!
- All areas, I'm very concerned about the height of a 4+ storey building.
- Again, please consider 2 storey structures (townhouse, row house, duplex) with optional basement suites.)
- No development by parks
- This is the worst idea I have seen from council. 4+ storey in R-C1 neighbourhood of Glendale (not on main roads) must not be allowed. Develop along major roads as suggested at transit stations and corridors, but leave parks and quiet streets alone. Only 26th, 45th, 37th, should see 4+ development in Glendale.
- If you plan to increase the population by a factor of 10 then you need to increase the parks by the same scale. The park outlined at 28 Ave between 41 St & 42 St is a busy park now and you are going to increase the population and add coffee shops etc. Sorry guys but this as it stands now won't work.

- Park & open spaces should not be used for large scale development or any development. I like parks & opens that's why I moved here. We need more spaces like this not less.
- There are no appropriate areas around parks & open spaces for med. Or large scale development. Right now there is easy access and availability for all residents to use the parks putting in lg. scale buildings will ruin this and create lg shadows/ blocking sun especially during our short summers.
- Yes, not appropriate. Do not develop along the greenspace. This is one of the treasures of our community. Any new development should keep green space. Developing Optimist park would be like NYC deciding to develop Central Park.
- Glendale: Turtle Hill, kid playground, skating rink
- We moved to Glendale because of these green spaces
- Do not allow large scale development in or on the fringes of these green spaces.
- The several parks & open spaces in my community are already well-utilized & probably could not sustain the type of growth proposed. Shocked to see on pg 5 the plan to attract businesses to these areas! The furthest thing from any park users mind is that they'd like to see businesses there. Increased density around these areas has real potential to negatively impact safety of park users, just even by virtue of the transient nature of such developments. A better suggestion is to apply this type of plan to future new suburban developments. Beyond hypocritical to kill arena deal for "green energy" concerns & promote businesses in green spaces.
- The area around Turtle Hill Park and Glenmore Road in single family homes on the large lots. A change to 4+ stories in these areas would be extreme
- High density housing seems inappropriate around parks & open spaces for visual and practical reasons. Green spaces are meant to feel/ appear to be breaks from/ free from large urban buildings visually and aesthetically. Parking may also become an issue.
- Absolutely not!! Why ruin the parks in our city, they are well used & well enjoyed.
- Absolutely inappropriate to have this type of development on our greenspaces
- The development surrounding Optimist Park is inappropriate because the area is already busy. Parking is already very limited and 4+ stories will make this worse. The school in this area is a specialized school, so more 4+ storeys would not likely mean more families walking to school. The park is also highly utilized by ball teams who travel from outside the area to play, and require all the parking lots and street parking. Building 4+ storeys will not change the amount of people travelling to use this park and will make the parking situation much worse.
- The park between 26 Ave & 29 Ave along 45 St is rather small. With extensive 4+ buildings on 26 Ave, 30 Ave, 45 St, Graham drive and 29 Ave. The area would be totally over crowded.
- Living on the south side of 29 ave with 4+ storeys across the alley and also across the street would greatly impact the privacy, enjoyment and value of my property.
- We do not think it would be appropriate to increase development close to parks and open spaces since this leads to high traffic/ parking issues, increased issues with garbage/ littering, the amount of light and openness of the parks no longer making it feel like a retreat from the city but rather a feel of being in a busy noisy area.

- Large scale development should not be near parks and open spaces. These are better locations for development of “tiny house” complexes.
- Proposed “community focus along Glenpatrick Drive (Across alley west of Glenbrook School) is an absurd invasion of a quiet residential neighborhood with street absolutely inappropriate for parks & recreation access & use.
- Increasing the population density brings more vehicles in the area. More traffic & parked vehicles by green spaces, naturally increases safety issues.
- With taller buildings by green spaces the much needed sunlight will be gone
- Please no 4+ storey buildings by Turtle Hill on 45th St S.W. This needs to stay as open as possible. This hill on a snow day is very busy with vehicles, children, and toboggans. This has been a space that generations of children have played on
- To accommodate the 4+ storey buildings will the existing green spaces be decreased? I hope not. We as a city need to keep as much green space as possible.
- Every Area
- (Don't add 4+ stories to a park back lane. They will increase traffic in the back lanes. Some people with young kids or doing winter sports drive and park in back lane and would lose access with your build up. Don't add apartment buildings near schools. Downtown parks are full of garbage and unsavoury people. Don't bring this to our area.
- All areas. Need to keep green spaces open. Building up around them makes it harder to access. Closes off parking and other entrance. Leads to over crowding.
- None of these parks should have huge buildings on them they need to be safe for neighbourhood kids. Some parks (along Graham Dr, Turtle hill) have houses that back on to the parks- having parkades or underground parking next to playgrounds is a bad idea.
- Graham Park
- Turtle Hill
- Olympus Athlete Park
- Area around Glenbrook schools- already parking issues during drop offs.
- The community of Glenbrook seems to be unequally impacted by proposed development due to several highlighted parks. Transitioning from single family units to 4+ storey buildings will severely shift the feel of Glenbrook to what it is now in a negative way. Densifying the neighbourhood [illegible] to Killarney (duplexes, 2-3 storey multi unit dwellings) would be a better transition for Glenbrook.
- No development by 26th & 45th park (Graham Park) or turtle hill or Olympus athlete park, or by Glenbrook school should be permitted. Protect our green spaces, and parking is already limited on some of those streets. Keep large scale development away from parks and closer to transit hubs/ commercial areas.
- Suggest linking pedestrian walkways and cycling along these areas to allow traffic to flow in other areas.
- None of the street parks along 45th st, spruce drive or the one along 42 st SW and 27th ave. Come on! Everyone living in these areas pretty much needs to drive because the grocery stores are on 51 st or 37 st. Build up near the malls/ big strip malls so people genuinely don't need to drive. The lack of parking will screw residents who don't live near parks.
- Turtle hill park: sledding in winter, soccer in summer. People park on 45th and in dirt lanes along park. Not enough parking if big buildings added.

- Park between Graham Dr SW and 45th St: hockey rink used by lots of people in winter. People picnic/ use play sets in summer. They need back lanes to park. 29th st & Graham Dr corner hard to drive in winter.
- I live near Graham Drive park. It is close to 4 way stop and schools. Kids hockey teams use it in winter and need parking. Adjacent streets other than 45th st are tricky to drive when snow builds up as it is.
- Avoid all development near parks & open spaces to reduce vehicular traffic for pedestrian safety
- Park on Graham Dr. & 45 St. SW putting a 4+ storey in a small greenspace with an outdated playground would not improve the community at all. More ppl equals more cars & more crime and the small area could not support more residents. Police can not deal & current crime in the area now. More people would make it worse. Upgrading local playgrounds like @ Edworthy & Sandy Beach & accessible playground would be a good idea.
- I believe that, where possible. Parks and open spaces should be free of large-scale development to allow the areas to stay/ continue being a focal point of relaxation and community gathering. Increasing development will change the feel of these areas drastically and potentially in a negative way. Parks and open spaces are more valuable than property taxes!! And revenue generated by them.
- No park in this area should be surrounded by buildings over 4 storeys, particularly those located in the middle of neighbourhoods. Back to back blocks in Glenbrook are highlighted – 26th Ave, Graham dr, 29th Ave & 30th ave – this is unreasonable & the parks will not support this volume of people. Park at 45th street, Graham drive & 29th Ave should not house medium to large development as it already surrounded by corridors.
- Golf course should not be developed nor any further development behind cedar crescent. This outdoor spaces are defining features for the surrounding communities
- No Development!
- Wildwood- save: 45 st SW
- Take it out
- Yes. Around Wildwood School/ community centre. Focus on the area adjacent to transit station as opposed to deep into quiet residential areas
- Yes. The thought of developing along Spruce Drive is appalling. If one of the plans, stated in the brochure, is to allow people to live closer to greenspace, I don't see how eliminating the green space along Spruce Drive would serve that purpose. This is a space that is heavily used by people in the neighbourhood to walk with friends, walk their dogs, XC ski in the winter and view wildlife (we have moose!) The north side is lined with mature trees and for those of us who live south of Spruce Drive it is our park. Yes, there are kiddie playgrounds and a sports field, but since we are not directly connected to the pathway network (unless your knees can handle the steep and often eroding Douglas Fir Trail) this is our pathway. Although the off leash in upper Edworthy is great, it isn't for everyone. I would not like to lose that either. The south side of Spruce Drive has the elementary school, our community centre, a playground, along with electrical towers and an underground gas line. I don't see how that can be developed any further. I would be heartbroken to lose our greenspace. My other concern is that all the development is south of Spruce drive, and the open space along millionaires' row (aka Wildwood Dr) is not in the plan for development. A 4-story condo block would blend in nicely with the



McMansions along “the drive”, but I suppose there is too much money along that part of the neighbourhood to even suggest adding multifamily buildings there. I’m sure our elected officials don’t want to even suggest something that might drop their property values, whereas the decrease in property values for us bungalow owners in “south Wildwood” is perfectly acceptable. This does not mean that I’m in favour of destroying our green space anywhere in the neighbourhood- but does point out the inequities in the city’s densification plan.

- The area around Wildwood school and community centre is a highly used community green space. Destroying it destroys another place for us to gather together and enjoy the space we share. Unless the thinking again is to replace peoples’ forever homes with more density.
- For all parks/ open spaces this creates issues with shading, issues with safety due to increased traffic. This will reduce rather than increase park usage.
- There have been serious traffic safety issues & collisions due to traffic at the elementary school & park area. Increasing traffic volume is a major concern.
- I come back to traffic and speeding vehicles – yes even though playground zones. You add people and their cars to another congested area, accidents will happen. They already are!!
- See above. I never imagined that I would see “4 plus storeys” apartment/ condo/ businesses built through the centre of this secluded little neighbourhood. It would completely change the character and feel of wildwood. We bought our home knowing and relying on the fact that Wildwood was zoned “R-1”. A few secondary suites aren’t a big deal, but it is unfair to change the rules to such an extent that large residential and business developments can be built in the centre of our community.
- There have already been increased traffic issues in many of the communities and in particular Wildwood. There have been serious traffic safety issues & collisions with traffic around wildwood school and high volumes of traffic in the community [illegible] green space & Edworthy park. Also there are issues with shading & reduction of green space & trees to impact climate change with these changes. Addressing this means these proposals need to be changed and this important issues [illegible]
- The park & open space area around Spruce Dr & 45 St SW is not appropriate for large or moderate-scale development. The park is well used for sporting activities & walking & the area around the park does not seem suitable for this type of development & would detract from the neighbourhood feeling.
- The area around wildwood school is not appropriate for moderate to large scale development. This would change the integrity of the schoolyard as well as introduce safety concerns with a high-density population directly adjacent to an elementary school. As well, the intersections of Bow Trail with 33rd St. and 45th St. are already significant traffic choke points what cause backups and delay. This would worsen with increased Spruce Drive density. The road to Edworthy Park (Spruce Drive down to existing parking lot) is already hazardous and cannot handle increased traffic safety, even with the recent upgrades.
- Yes, Absolutely. Moderate to large scale development must be prohibited around Edworthy Park. This park is a community and civic treasure. It has historic and cultural importance. It is the home to many creatures- winged and four legged. I am strongly in favour of making this park as accessible to all members of the public as possible, while

protecting this natural space. I am strongly opposed to large scale development that will destroy the natural landscape and character of this natural area.

- The impact of increased traffic within the community must also be addressed with any proposed growth in development. (This comment is applicable to both this question and above re corridors). The Spruce Drive corridor already sees undesired traffic patterns as a result of people from outside the community using the neighbourhood to circumvent traffic congestion on Bow Trail. As well speed limits, especially in playground zones, are often ignored by people using Edworthy Park. This is already a serious issue within Wildwood- without any change in development
- Respectfully submitted
- [removed]
- Moderate to large scale developments are not appropriate for areas around parks & open spaces. Reasons include traffic, parking & safety issues mentioned above, as well as changing the nature of the neighbourhoods. Additionally this would impact the ecological function of greenspaces and the ability to function as habitat for wildlife. Increased density of people will create sensory disturbance which will deter wildlife and birds.
- Never do this!!!
- Jacques Lodge is high enough in density! Develop the golf course if you need more!
- You are already developing Jacques Lodge land 380 units I believe! Enough
- A development is underway of the northside of Bow Trail in Shaganappi (330 units). This will be enough density around this park.
- Stop cow towing to developers! The development on Bow Trail (north side) east of the golf course is too much! The traffic will be insane
- Leave our parks alone in Shaganappi. Develop the golf course if you must
- Why can't people who have bought single family homes next to a park enjoy it? Why do we have to add all this density around it? Leave our community alone! Shaganappi is good with out all this added development go away!
- Do not increase development [illegible] in Shaganappi. Also the areas south of Richmond Rd. SW should be left alone!
- Definitely not appropriate along 14th Avenue and 24th St. around Shaganappi Park area. Leave this as is!! We do not want higher density!!!
- Already enough density with 17th Ave and Bow Trail being rezoned.
- See map- no more density!
- Parks are already over used and crowded allowing large 4+ stories to be built will allow the developers to use the green space as their [illegible] and put larger units on smaller lots
- Park development does not make sense. The homes near the park are mostly R1, R2 and should remain that way. Parks are already crowded.
- Yes around Alexander ferguson school and Shaganappi park. Kids walk to school & to the playground. 4+ buildings will significantly increase traffic.
- Around parks close to schools I feel that extra 4+ would increase traffic in school zones. (Alex Ferguson)
- Zoning was already set for streets near our very few community parks. They are already shared with many communities and many drive to use our parks. Substantial effort will be required to keep them safe with added density.

- The area around Shaganappi Park. For all the same reasons as above. The whole concept of taking a quiet upscale neighbourhood and turning it into a noisy, crowded unpleasant living space is seriously flawed. I live in shaganappi – this is not an area that is suited for this sort of redevelopment. The people who bought and live here did so because of its character. Do not destroy it.
- The green/ open spaces I Westgate should not be made to suffer more high density development. Please stop trying to destroy my neighbourhood.
- Parks should be open areas for residents to enjoy not crowded with buildings blocking the sun and air flow
- Please remove all density from around parks in westgate.
- The park an 8/10 acres is community space, its all we have to enjoy. Do not limit use by density, that is not necessary. The amenities at the park are paid for & maintained by volunteers
- No extra density near parks at all. Very bad idea
- The green space in Westgate (btw. The 2 schools) anchors our community. It allows for connection between the two parks. A meeting place where members of the community meet, take their children and enjoy arid outdoor space. [illegible] any of it with commercial or high density residential would rob our community of this “anchor” I am also deeply concerned about how this would impact the “walkability” and safety of kids in the community attending school with all the extra traffic.
- See response above
- Yes anywhere an inner city community where existing homes would be “replaced” with large scale development. Again – issues with transitory populations; issues with crime; issues with parking; issues with loss of privacy to surrounding residences; issues with loss of sunlight
- Wildwood school area is already very busy; areas near Spruce Cliff are better options as grocery & transit is walkable.
- Makes no sense near schools (more traffic, safety) and community centres. Existing green spaces along Spruce Dr. proposed to be built up on- why take away existing well used greenspaces??? If anything more of these are needed, but none are proposed!! Need to keep ARBI and seniors housing around park, as well as Quest school. These add vibrancy but are put at risk if areas turned into 4 story expensive accommodation
- #NAME?
- Open spaces not correct on map. Page 4. Spruce Drive Adjacent green utility is an important recreational walking route and spruce cliff is losing our green space. Also current strip mall/ green space is showing a street that does not exist. Spruce Cliff is sadly lacking green space. Wild Flower not city owned and bowling club not accessible to general public.
- Please leave Edworthy Park as it is.
- Due to the slopes on the south side of the river, the only way to expand parking would be by taking over the playground area... and that would be dumb
- The “gnarly” south access road keeps speeds down, which allows cyclists, joggers, and pedestrians the ability to also use this access.
- Please keep this park “organic”. There is no need for further development here, other than remediating the riverside path (south side of the river). Let access to Edworthy be primarily by foot or bike or scooter.

- High density development on/near parks should not be [illegible] due to traffic. However if near transit or corridor areas, it should be encouraged.
- Development directly next to or across the street from parks should be limited to 2 stories to keep light/ sun from being blocked.
- The northwest corner of Bow Trail/ Spruce Drive is not suitable. As indicated above, this is a heavy traffic area and further development will increase congestion, decrease safety, and obstruct city/ mountain views of current residents.
- We need to be cautious about increasing the # residents & traffic (foot & car) near natural areas, with associated negative impact on native species, both animal & plant. This is already an issue prior to more growth.
- Same comment as above
- The large green space of killarney elementary school between 28 Ave & 30 Ave & between 30 St SW & 33 St SW, this has become a thriving recreational local space, with the ball diamond at the east end & soccer fields & playground at the western end , now having said that, the condo development south of this parcel could probably have some new condo development (3-4) stories
- You took away Richmond green!! Where are you adding green space per person in inner city? You are taking away parking spaces and want us to walk or ride transit. You are developing “slum” conditions, too many “rabbits” in one area caused trouble in paradise. Reduce congestion to reduce crime!!
- Let’s start with not selling off park space. Bottlenecking large-scale development by the greenspace at the end of Richmond road will greatly impact the surrounding area. Maybe the city should look into building more parks, which would allow more people to live by parks, rather than lack of large scale developments which helps property developers make money rather than allow home ownership & true community vibrancy.
- My main concern is traffic especially around the old Viscount Bennett site – we already have row houses causing issues with parking and I remember the traffic problems when the high school was there 4+ stories will return the busy roads.
- Smaller parks especially would feel closed in if surrounded by tall buildings, ie. Between 35-36 St at 30 Ave. Capping these around 3 stories seems appropriate.
- Where: As a maximum, south of Richmond Road in the “wedge” between 25a St & 26 St & 30th & 32nd Ave. Also 25 St
- Why: The “wedge” is mostly zoned R1 and has been and continues to be renovated or rebuilt single family homes. This is why we choose to live here. The large scale buildings suggested make absolutely no development sense.
- No 4+ by parks
- Buildings around parks should be larger scale than currently allowed but heights should not exceed 4-5 storeys. This is because of shading considerations. I love the concept of permitting mixed use in these areas.
- The park space on 26 St (bordered by 30 & 32 Ave SW) is an R1 traditional neighbourhood with large lot homes, quiet streets, and canopy trees. I just can’t see large scale development fitting into this area. It seems like a strange contradiction of living solutions and are [illegible] will surely upset the current [illegible] this area.
- The community of Richmond Park is a quiet area with limited traffic especially now that the old Viscount Bennett High School is closed
- Any area adjacent to green spaces and parks are not appropriate for any four storey plus buildings.

- I think moderate- large scale is best for transit areas & corridors. Current green spaces integrate well into the neighbourhood.
- Why would planning think that it would be appropriate to outline the playing fields around Wildwood Elementary and the Wildwood Community Association as potential development areas? Prior to Covid-19 these fields were well utilized and should be left as such. The team and school use of these fields will come back as more people can safely gather but not if the fields are full of high rise condos.
- Given the proximity of Spruce Dr to the Bow R, increased density would have a detrimental impact on a major wildlife corridor. This would likely be the death of wildlife in the community. Higher density around all parks should be discouraged. Proposed density counter to maintaining wildlife corridors.
- All 4+ storeys are not suited by parks these spaces are for children. Not for dog parks which leave poop for the children to play in. 4+ storeys are not attracting families and are getting too many cars.
- Limit to moderate development
- Move traffic outside – and parking also
- Along 8th Ave and 10th Ave 4+ storeys shall not be allow that more people have easy access to the park
- Edworthy and the Douglas Fir Trail must be protected and left alone by development. They must be revitalized through government spending to clean them up and maintain them to protect and bolster the local flora and fauna.
- Totally inappropriate to do this around A.E. Cross School in particular it would bring crime and endanger the safety of students, and the added density would make student pick-up/ drop off times a nightmare.
- Over populating Optimist Park would do a disservice to this community
- 29 Avenue and Graham Drive. (there are a large number of residents who are adamantly opposed to rezoning this area.)
- 33 Avenue; West of 45 Street to Glenpatrick Drive.
- Along Glenpatrick Drive; West of Glenbrook Community Playground.
- 35 Avenue; West of 45 Street
- Blvd along Spruce Drive, Green spaces for Wildwood School Field (45 St, 5 Ave), the existing green spaces in Wildwood need to stay as is. Our community is great as is. Our community is great as is, So many people out using green spaces, please don't take them away. It is what makes our community special.
- Most parks are very small and sparse. They are already quite heavily used. Adding apartments would put too much demand on the small parks. New parks recreation areas of significant size need to be created. Existing parks should be left in the current setting. It seems more appropriate to dis-own and re-develop entire blocks with new parks and recreation areas to accommodate new large scale developments around them
- Around Spruce drive 45th St. Newer homes have already been built in this area with the idea that it would be a quiet community for nature to remain intact and children are able

to play safely without worrying about traffic. Also there are already parking issues in the spruce drive 8th Ave area making it difficult to make safe turns at intersections or see pedestrians.

- There should be no large scale development around parks. These are parks. Leave them natural for everyone's enjoyment. Who wants to go to a park at look at a 4+ storey development? Not me.
- Where: Turtle Hill? Park, Graham Drive, Glenn Brook School
- Why: Soccer sledding, need to park! X hockey, skiing, picnicking teams of little guys football kid drop offs.
- I worry that large-scale developments are usually austere-looking and offer little or no green space for the public to enjoy or even view from a distance. E.g. the towers across from Westbrook Mall.
- (I understand that not all Calgarians can afford to buy homes and vehicles and that all people deserve safe, comfortable, affordable housing.)
- If you look at the map there is very little community green space. A large portion is dedicated to Shaganappi golf course and with losing the green space south of Richmond road (the old Richmond green golf course & baseball diamonds) puts greater pressure on the limited green space we have.
- Killarney rec centre (pool). I enjoy using that rec centre and if parking becomes a issue I will stop using it. That road will become a lot more busy. That main route is already busy.
- Yes, areas around parks (and schools) that are within communities should not be zoned/ re-zoned for moderate to large-scale development. Moderate to large scale developments should be limited to major roadways and transit hub areas where other zoning (such as mixed-use with business) will lead to similar sized buildings. The buildings will be more suitable to each other, than having a 4story building adjacent to a house.
- Many of the "green spaces" shown on the map on page 4 of the booklet are actually schools with playgrounds – these are very different from parks. School grounds have limited opportunity for public use, exclude dogs/ pets and other public activities. Examples of this would be areas mapped as dark orange or dark green in vicinity of 45th Street and 8th Ave and 10th Ave, as well as near 40th Street and 13th Ave. Development of moderate to large buildings in these areas would be incredibly incompatible with the existing nature of the Rossbarrock neighborhood.
- Moderate to large-scale development is incompatible spatially and aesthetically with (small) single-family homes and duplexes that are common throughout our neighborhoods and surround many of the school/ park spaces. Proximity to a park – does not mean that there is sufficient space to warrant larger buildings. Large buildings detract from the green space – because they would be very strong visual limit or boundary to the park. Wouldn't it be better to sit in a park and just see the trees and grass – and have the sensation that the park is limitless? Tall buildings surrounding a park will make the park seem small and very urban. The goal of a park should be to instill a sense of tranquility and green – not a walled-in space defined by buildings. Additionally, large buildings tend to block sunshine, create wind tunnels and demand greater space for parking.
- The planning guide states on page 5 "With more people living around parks, they would be used more and may also draw business like coffee shops/ daycares, or art studios to open there." I fear the opening of coffee shops adjacent to the school/ parks. We don't

need coffee shops or other small business adjacent to parks – there are ample areas zoned for business. I strongly oppose any type of zoning/ development that would facilitate the establishment of higher density and businesses within a neighborhood, just because it is beside a park. If the park adjoins a major corridor or transit area, businesses and density might be justified. Allowing 4-6 story apartment buildings and businesses such as coffee shops or what-ever (cannabis, massage, bars, tattoos?) to operate in the lobby ---- in the middle of quiet residential neighborhoods – is inappropriate.

- The goal of increasing density within low density neighborhoods is inappropriate. Yet, it continues to occur with rezoning decisions to allow ‘row/townhomes” within a block or two of transit corridors (as defined in the context of the Main Street Initiative of 2016. I purchased a home in a low-density neighborhood 5 years ago and it was my expectation that it would stay low density, with zoning somewhat fluid around the perimeter of the neighborhood where business and transit and underdeveloped land already exists – as defined in the 2016 initiative. Please do not alter the zoning/ density within neighborhoods and quiet enjoyment that I find in my neighborhood.
- Unfortunately, the questionnaire fails to encourage people to identify other areas that might be appropriate for development.
- For example, has the city considered development within the Shaganappi golf course? There are many examples throughout North America of successful housing developments along golf fairways. The Shaganappi course is a beautiful location and portions of it fit all three designations of transit hub, corridor and park/community focus. If increased density is required, the perimeter of this 27 hole course could be developed for mid-large structures with the residual course converted to an 18 hole course. Imagine the land value generated for the city.
- Our parks and open spaces are already extremely limited. I do not support an increase in density around these areas. Please leave the little park space we have alone. With the loss of Richmond Green last year we have sacrificed more than our share.
- All of them. I know the most around the schools and community centres, playgrounds, community gardens, playing fields, great spaces with lots of light of Westgate and Glamorgan. Please do not build around these areas!!! We have lots of traffic with school drop-offs. We have lots of children going to school – elementary & junior high. We want to keep the kids safe! More room for urban gardening.
- See above.
- Community parks should be surrounded by residential houses or 4 or less stories condos and property prices will reflect this privilege.
- Parking solution require that multi unit buildings have underground parking or off street parking to accommodate vehicles.
- Don't put apartment buildings onto the back alleys of parks (Turtle Hill, Graham Drive, 45th) Glenbrook school etcetera. The back lanes are used to park by people who live a little farther away and want to use the parks. The streets weren't made for the kind of traffic apartment buildings bring.
- As said above it is better to leave areas around the park as is – There is never enough parking in large scale development buildings. Higher density around the park will make it less accessible to people outside the neighbourhood. – unless another large park is built along 28th or 27th & 16th Ave.

- I do not support any moderate to large scale development around parks and open green spaces. These area are already very well utilized by everyone and they are all within easy walking or biking distance. Increase density and congestion will be detrimental to these open spaces.
- As per citizen comment on page 3 of the pamphlet “lots are getting smaller, the value of community green spaces goes way up as individual residents don’t necessarily have their own yards”. The development of Richmond Green is short sighted.
- Almost, every park and open space should definitely not have 4 storey buildings. This map & your ideas are absurd and very insulting to the residents who live here and paid their taxes for many many years.
- Not appropriate in Glenbrook, especially around Glenbrook School (Glenpatrick Drive), community association, along Graham Drive and 29 Avenue and around the small park between 41 and 42 street. This would not make these parks safer, but would put our children at risk. As it is we know our neighbours and look out for the children who travel to school and play in the parks. Many people are long term residents of the neighbourhood and grow gardens. We do not want to be an urban/ commercial area. We want to remain a safe community where we can enjoy sunshine, gardening, biking, safety, and community. Many of us have homes as our primary investment and do not wish to live in apartments or be forced out of our communities.
- The park on 47th St is very well used by low income families. It needs to be upgraded with a permanent track for running around it, new playground equipment, sitting areas for adults and work out equipment for adults. It is ugly and dirty.
- The best way to trash a park is to overuse it. This type of development will change current “community park” into an overused “block park”. North of Bow Trail the 3 access points are already under strain, without this huge additional load. 45th street contains a multiple of schools and playgrounds – increased density becomes a safety concern for all the kids. The buildup in Glendale would totally change/ destroy the neighborhood. The buildup on Poplar Road would totally change/ destroy the neighborhood.

## 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 Westbrook Communities area.

- 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 Westbrook Communities area.
- Themes
- 0



- This comment is to express concern that the Westbrook Mall area needs to be developed prior to allowing development in the surrounding communities. When the West LRT study was completed, it outlined what areas should be prioritized for development, with the area around the Westbrook Station being identified as the first priority. That area still sits as an empty gravel field. Fix this mess that has been created and abandoned before forcing development on otherwise happy communities!
- An example of NOT integrating development well into the community is the recent "improvements" to 37th St. While I can appreciate that they make the road better for pedestrians, they also make things worse for vehicles by removing turn lanes at 26th Ave and effectively reducing the road to one lane during certain times, making it unpredictable and at higher risk for accidents. Future changes should do a better job of considering the needs and experiences of the existing community members.
- I think the direction prioritizes transit oriented development to the detriment of the communities. It feels as though the city is trying to develop the surrounding communities in ways that go against the values and wants of the existing community members, in an attempt to justify having a train station in the area.
  - WB station remains a "wasteland" after a decade, even though it was under the full control of the City. Don't duplicate this approach elsewhere
  - 2) Most auto focussed businesses for WB and beyond are near the WB station. Do not eliminate future auto business - let market decide.
  - 3) Gbrook has many housing types. Do not force more.
  - 4) Mobility options shouldn't disadvantage auto- more.
  - 5) Climate risk assess. are red tape. Force better insulation. Leave rest to market
  - 6) 4 + pages req'd
- Increasing housing adjacent to parks in the Westbrook area through mid to large scale developments could result in the elimination of affordable single family homes with close proximity to downtown and other amenities and would negatively impact the demographic of the area by driving away families who prefer to live in single family homes and who utilize the parks. Activation and improved safety of area parks can be achieved by approving amenities in those spaces, not large scale development!
- The green park areas highlighted should be protected and with an increase in use they will become deteriorated and crowded. Development should be kept to areas surrounding the proposed area.
- The City might hope that people will only take transit. Realistically, car parking needs to be included into the different plans.
- There is an important part missing - education. While schools are not a city responsibility, availability of walkable schools is integral to many of the goals outlined. If parents have to drive to take kids to and from school, they are likely to drive to and from work and other amenities too. The plan must include consideration of school walkability and ensuring that schools remain viable through family-friendly housing in the vicinity of schools.
- Increased density is not desirable in Glendale. It spoils the family oriented community. It will create more traffic problems than we presently experience.
- During the 2017, 17ave mainstreets redevelopment plan, the 2600,2800 &3000 blocks of 36stSW were included in rezoning areas. During that engagement period residents of the 3000 block of 36stSW appealed the proposed zoning changes and at the public engagement meetings with council on April 10/11,2017 were granted a R-2 zoning of the

block. Why is the 3000 block now included in the Westgate redevelopment plan, it should be honoured as existing land use and excluded from Westbrook redevelopment?

- New development needs to go hand-in-hand with new and improved public infrastructure and amenities. Developers should be required to invest in public spaces that benefit the whole community.
- Increasing density around c-train stations makes sense. However, increasing density in Wildwood will forever change the community and community members will be less engaged as already proven in Sprucecliff.
- There is a need to preserve our mature tree canopy within the community. It isn't a very pleasant street scape if the trees are gone and replaced with high rise buildings.
- There is nothing about the value of the existing character of the neighbourhoods. I like the small bungalows and tree-line streets. Reading the historical piece was super frustrating because it does not place the development of Westbrook in the context of Canadian urban development. The 1950s suburban character of these neighbourhoods is something to be valued; change is possible but it should respect the historic character and that this part of what people move here for.
- The Spruce dr and 37th Street corridor doesn't make sense. It doesn't integrate into the community. If anything, increasing density with 4 story buildings will divide the community, and remove the existing high use of walking and cycling along this road by children, families, adults and seniors. There are high power lines on one side, and an underground pipeline (water, electricity) on N side of Spruce Dr. The road infrastructure on Bow Tr can't handle existing traffic from 33, 37 and 45th Str.
- I am dismayed and alarmed that I did not receive the mail out about development, despite living and owning a property that will be directly and negatively impacted by the proposals listed. Were impacted properties removed from the mailout list in an effort to deter negative feedback. As well, the naming of this project as the Westbrook Communities is misleading. I'm sure I'm not the only one who initially thought this was finally addressing the poor development surrounding Westbrook station.
- While I like the idea of the inclusion and promotion of local businesses in the area, new developments typically charge rents that are above the threshold for smaller, local businesses. As is in the case in many new builds I've seen in the last few years it's difficult to attract small businesses. How does the city plan to support and attract local businesses to the area?
- While I agree in principle with many of the ideas presented, the reality of implementation is much different. The area surrounding Westbrook station is lacking in infrastructure with land sitting empty and unused for 10 years now. Focus on improving this area instead of rezoning properties surrounding 45th street station, where residents historically were in opposition to development in the area. These RC-1 communities are the gems they are because of their RC-1 zoning. Leave them!
- Seems a well thought out plan for development, mobility, and green spaces.
- Will what is proposed match the age and economic demographics estimated to be the make-up of the community in the future? Are residents looking for more pedestrian and cycling? Or is that what the city is trying to push? Transit is not great for everything, Calgary is too large geographically to be a pedestrian/cycling friendly city. How do I get from Westbrook to South Health Campus or even Rockyview Hospitals?
- "I particularly like the emphasis on park and cycling facilities.

- A concern is that the neighborhood has areas of single family houses and some areas of apartments (many older). While following the outline to upgrade existing neighborhoods within their community focus (apartments or single family homes) is good, with perhaps some rezoning of larger lots to facilitate subdividing to more single family development, inserting apartment complexes into areas of single family housing areas is bad."
- I love the notion of enhancing our communities with additional shops, services, entertainment options. I would love to be able to walk or cycle to a variety of different food and drink options. I also love the idea of activating parks/green spaces with experiences, and making parks more visible/safe.
- I am concerned that much of the direction outlined above has been created in isolation by developers, with no or little consideration/consultation of the residents. These surveys have no space for people to sign their name or state the community that they live in. Information should have been sent out via Canada Post to all members in the Westbrook Community with one survey being answered and returned by each household/stakeholder. The information you have collected is not representative.
- Westbrook is Westbrook. Surrounding communities are different. Killarney is different from Westgate. Westgate is different from Spruce Cliff. Spruce Cliff is different from Wildwood. Scope developed for Westbrook transit hub should not be attempted to apply to other neighborhoods. By expanding scope to surrounding communities and trying to railroad multi-unit developments into green space and into neighborhoods with RC1 only, the CofC is doing its' taxpayers a tremendous disservice.
- Agree with Westbrook Mall being a focal point - this is where density should be focused. While I agree with diverse housing types near commercial hubs, RC-1 should also remain in some areas (as it is in newer communities) and be respected as that is a major reason why homeowners purchased in those areas (like Wildwood, Glendale, etc). Not everyone wants to live in denser areas like Killarney. Also don't agree with more density around parks. Respect resident views over profit-seeking developers.
- This Local Area Plan appears to be a blueprint for moderate to large scale development without addressing human scale needs such as sidewalks wide enough for two people to comfortably walk abreast, or for that matter, have somewhere to walk to. Preserving green open spaces is fundamental to this plan's success. Westbrook Mall/Station area redevelopment to improve access and become more appealing is essential for community integration.
- NO, Redevelop the current infrastructures and leave our parks, walkways and bike lanes as they are! Clean up the malls with new 4 Story multi use projects (Westbrook Mall, the Husky Mall on Bow, Spruce Cliff Mall). Ample projects for redevelopment already exist. Leave the green spaces and busy Spruce Drive road as is!
- The existing amenities are adequately catering to the area. Further development of the magnitude that is being proposed will significantly reduce/destroy existing open spaces thereby adversely affecting the environment.
- There is a significant risk of overdevelopment in this area. Adding more development and people will increase congestion, traffic, lineups, and crowding in the neighbourhood, walkways, shopping plazas, amenities, and on residents' private property. Any new developments will also selfishly block the beautiful views that current residents are paying for. It also decreases the residents' safety, well-being, and overall quality of life.
- 4+ story buildings in Wildwood is an appalling idea. I would favour revitalizing Bow Trail to make it our neighbourhood high street. That could have multi-use buildings with

housing, shops, restaurants--destinations to walk to. And building density around C-train stations is also good. But, destroying our green space in Wildwood and more traffic and congestion around an elementary school will not enhance the neighbourhood and is something as a resident I am strongly opposed to.

- I like the idea of having more local, smaller shops in walkable distance to grab a coffee and attract quality vendors and businesses. But I do want to leave the greenspace areas and school areas less densified. Leave that to major streets (e.g. 37th Street and 17th Ave SW).
- Development should focus on high density around transit stations (ex. Westbrook Station). People are not interested in taking a bus or walking over 10 minutes to the train station. Increasing density further away from the transit station will not allow for development to be green and eco-friendly, as people will drive individual vehicles from these houses. The existing Westbrook communities should stay as they are.
- We really need to emphasize that diverse housing stock. The draft LAP only speaks to 4+ storey buildings but if those continue to be only 1-2 bedroom condos, we will lose the family character and aging in place opportunities in the community. We need three bedroom plus spaces, 1000 sq ft plus spaces, accessibility (not all stairs and elevators) and traffic safety for (kids and) all.
- Some good ideas here, but you completely overstep the mark around parks. People want HOUSING OPTIONS, not condos and commercial around all the parks. NO commercial around the parks at all. Housing only. Set up the larger parks to accommodate pop up vendors.
- The Westbrook area is group of neighbourhoods that was built several decades ago. Several of these neighbourhoods allow for zoning to increase density but residents of other communities have and will continue to show opposition to increased density(Wildwood, Westgate, Glendale, etc). If the City is wanting to increase density and increase public transit they should focus their efforts on downtown and not neighbourhoods that do not want additional development and/or increased building heights.
- "There has been very little consultation directly with the communities that will be affected by this type of development. Have community info sessions where the opinions of the residents are actually listened to. Put the issue to test via plebiscite votes on type of development.
- It would be best for the city to develop the areas close to the Westbrook LRT station that are currently open and undeveloped and look at redeveloping the Westbrook mall property for residential and commercial use."
- The Wildwood neighborhood should remain zoned as is, and no open/green spaces should be sacrificed to add development. Leave Wildwood alone.
- Development around existing parks and green spaces should not be allowed as it will only put strain on these small spaces in Westbrook. As transit hubs/corridors redevelop and already bring in additional population, these spaces will face a much larger demand/usage, and as such should be protected. NO DEVELOPMENT ON EXISTING PARKS OR GREEN SPACES.
- No development over 4 stories in this community

- The corridor around Spruce drive and 45th street would not be good options for 4+ storey building due to the school being close and the additional traffic that would be created.
- The city needs to stop knocking down old, historic houses to put up multi-unit housing. They are too dense and a fire hazard as they are so close together. They are also incredibly overpriced and don't help anyone own a home. We should be celebrating heritage and trying to restore or maintain old buildings. The city needs to stop taking away public parks and put up MORE trees and MORE green spaces. No one wants more apartment buildings, especially in areas where it is already too dense.
- The unilateral removal of R1 neighbourhoods just railroad people who want a scale and size of yard that is healthy. Putting 4 storey commercial and apartments on every corridor is not the answer. This just intensifies busyness and encroaches on neighbourhoods looking for green and quiet. The planner's woke mantra of increased density at all costs to neighbourhoods is wrong and completely ignores the residents who want scaled bungalow living. The absolutism of cancelling cars is naive.
- Tall buildings in a family community attracts the wrong type of people - not families with little kids and the elderly. This leads to crime, deterioration of property values, blocks sun, increases transients, and no street parking for residents. It is wrong for the Killarney area.
- In favour of higher density north of Bow trail and closer to Westbrook station /mall. 4+storey on spruce drive, 37 st and 45 st is inconsistent with walkability of Wildwood community, particularly due to reductions in setbacks along these streets, shadowing, disruption to bike lane, increased vehicular traffic
- The goals should help create a diverse inner city neighbourhood which has a great feel, and makes your part of the community. We moved to westgate from Marda loop, partly due to wanting a bigger place. But we do miss that walkability of Marda Loop, especially walking the green neighbourhood, and having great little coffee shops, and little stores (local gems) to go to.
- There should not be 4+ story buildings in these neighbourhoods
- I frequently get around as a driver, cyclist, transit rider, and pedestrian. I am all for creating more opportunities for the latter 3. However, pushing through higher-density development in some of these proposed areas is only going to congest the roads with more cars. These 4+ storey buildings should be confined to what is already zoned for that - near the major transit arteries. Instead, allow for more duplexes, 4plexes, mixed use, and secondary suites throughout these communities.
- Will investing in parks and protecting open space take a backseat to rezoning?
- Definitely some good direction here. The BIG issue is mixed use around parks and green spaces. The direction is for HOUSING OPTIONS, not mandatory mixed use development. Housing only, and options means more than just condos. You are way off the mark with regards to what was said for parks and green spaces.
- "They are good ideas; here are some suggestions, I would love to see a biodome with year round natural plant diversity for everyone to enjoy, perhaps a built-in aviary as well, see Bloedel Conservatory in Vancouver as example.
- Or a large park garden that connects to an Artist's Village that serves as a local art hub - see Spanish Art center in Balboa Park located in San Diego as example. Anything related to a botanical building or greenhouse community garden are wonderful additions to community."

- Development of medium to large buildings around all neighbourhood parks will ruin these resources for everyone. No one goes to a neighbourhood park to be surrounded by huge buildings. Parents will not send their kids to parks alone if they are entirely surrounded by large buildings and parking garages. These neighbourhoods (ex Glenbrook) are full of children who regularly use these parks. They should be the priority
- To increase densification around the westbrook LRT station, I believe there should be a community plan for different mix use to attract new residences to the community. So having plan for 4+ storeys is not enough as access to parks, walkable zone, and services available for the community. If Westbrook land developer is not building, I would recommend city to buy back the land to ensure proper development for the area instead of leaving it empty.
- At a minimum maintain all open spaces and parks. Increased efforts to increase park and open space and connectivity between them should be a priority.
- "These are well established, quiet and enjoyable neighborhoods as they are. Changing them to pack people in like 'sardines in a can' is destroying these neighborhoods.
- Any new buildings should not be more than 4 storey high, and only along major roads. Shade created by new buildings on existing homes must be avoided. Traffic short-cutting blocked. 'The City' and its departments exist not to dictate but to serve the interests of the population."
- Don't like urban sprawl, but only people winning here are developers. Plan talks about "high-quality public realm & street experience" & "enhanced landscaping" but we've been sold this story before w/ CTrain extension. What are we left with? No high school for kids, just ugly, messy vacant lot. Good shops & cafes? No! Landscaping? Seet SE corner 33rd & Bow Tr! Reality I see: more traffic, more garbage, more weed stores. Still no safe cycling routes for residents/kids and even less nature to enjoy.
  - Please consider add a pedestrian bridge between bow trail and 37th or 38th street so that residence in wildwood/spruce cliff can safely walk home after getting off LRT station. 2) please consider converting houses on Worcesters dr to allow commercial/ row houses as it is close to bow trail and still noisy even with the sound wall.
- While there are some good points here, you have TOTALLY missed the mark on what people would like around parks/green spaces. They asked for HOUSING options, not commercial space. Mixed use buildings only provide 1 form of housing, condos, and that is not what families are looking for.
- "Greater density would be nice. A few things I would like to see:
- See some traffic calmed roads and avenues suitable for biking east/west and north/south. Perhaps a few more dedicated bike lanes ( improve the one on 26th ave and 29th st SW) and a few more crosswalks to improve pedestrian safety as well."
- I think you are kidding yourself if you think that people will bring many more cars in the areas noted. Plus you are being dishonest to us in the sense we don't know what type of buildings or how many. Posh condos? Subsidized housing? Housing for homeless people? That kind of knowledge is needed to know if it will benefit the community or destroy it.
- In theory but there could be many nuances to several of the points made in the direction outlined. I worry that with so much focus on growth we will lose balance...particularly in the variety of homes and that we will just be stuck with 4+ storey buildings everywhere.

- Possible redeveloping the Westbrook Mall/Surrounding area would be a good start. This area has been neglected and riddled with crime for the past 15 years. If a redevelopment plan is set in motion, building up around that zone doesn't seem like the appropriate measure. Creating a solid core is the start, and developing around a safe and clean hub would be the direction I would propose. Having more people, and no change in the current amenities, is not a solid plan.
- Comments re Glendale community and 45St Station area. Station needs lockable bicycle storage boxes for cycling to station. Development on 17Ave, 45St and 26Ave should be family oriented, "Small Scale" to match/integrate with existing community under 11m height; commercial development not really needed. Housing next to parks: "Small Scale", under 11m h fit w community and allow max 4 season sun into parks and surrounding properties. Blding Mats and site design: climate resilient & affordable.
- Nobody will care about gas stations, but what about other drive-through businesses? We should be clear in our thinking. Are we being realistic about what recreational activities would attract people to transit stations, while not making them a place for homeless people to congregate? Might be that movie theatres (or those still a thing) and pubs would fare better than outdoor events. Do we need a protest square somewhere in the City?
- Putting these 4+ storey buildings throughout the area will detract from the natural beauty of the area.
- What about equity in neighbourhood planning??? The development map clearly favours Wildwood and Westgate and dumps all development in and around Glenbrook. It's already a way more dense neighbourhood than Wildwood! Planners have clearly made up "corridors" in Glenbrook (30th Ave-this is NOT a corridor) while ignoring real corridors (45th street) into Wildwood. Shameful!!
- Proposed changes around parks will ruin the feel of these areas. Huge buildings do not belong in the middle of a neighbourhood! It is clear from the map that the planners have disproportionately proposed changes in the middle of Glenbrook rather than equitable spreading of development. Why are streets and parks in the middle of Glenbrook (30th Ave, Graham drive park, and 26th avenue all slated for possible densification when these are back to back?? Inequitable targeting of this neighbourhood!
- As an avid cyclist, I strongly support the emphasis on non-vehicle mobility options and encouraging active transportation. A great addition would be improved snow clearing on the Edworthy Park access road. This is a key connection to the regional pathway network and is often too icy and snow covered for safe use during the winter.
- The direction appears to be well thought out, my comment is to ensure it is applied to a wide area. Specifically some of the corridors like 45st and 37st near rosscarrock are not pedestrian and bike friendly currently. Applying the guidance to those locations would be beneficial. I would recommend observing 45st from the perspective of a transit user; 45th tends to be very busy and accessing communities along and across this corridor is awkward and even dangerous.
- I'm sure I wouldn't like a large building right beside my home and backyard, but in general a denser area is appealing for the reasons you listed.
- I'm curious why there's no plan to expand in the area along 37th street south of 17th Ave SW. I think the sidewalk widening and new trees are wonderful. That intersection could use a refresh, and maybe if the commercial areas could be zoned to have more 4+ buildings, that would help.

- Yes, the direction will help, but you are NOT following the direction with regards to parks and green spaces. The direction says more HOUSING options, not commercial space. Turning all of the space around parks into mixed use is NOT providing OPTIONS. It is creating 1 form of housing-- condos with commercial at the bottom. Not acceptable!
- The transit hubs make sense. Maybe start by making the Westbrook train station a safer place to use both to get there across the mall lot and in the station itself. I stopped taking transit - too much risk to life and limb. Packing the Spruce Dr corridor with apartments makes no sense either.
- Ensuring wheelchair accessible access to what the community has to offer is also important. There should be bylaws enacted to have shopping areas ensure that they are wheelchair accessible, I know that the stripmall near Westbrook mall, for example where the dollarama and shoppers is not unless you got there by car and on top of that not all the push buttons to get in the stores work.
- Social disorder is rampant and little has been done to diversify the area's retail mix. As long as transit is overrun with criminals and addicts, I'm not taking it. No amount of redevelopment will change the fact that the law needs to be enforced in this area to make it more welcoming to different kinds of people. Also please close down the abandoned Husky gas station at 37th and Richmond. There is no need for 3 gas stations there and nobody ever uses it. It wastes prime real estate.
- The plan above is too unspecific to know how it will be effective. It states that there is a push to protect parks and invest in these areas but also to higher density. We think that the density should be considered in areas that are directly next to transit. This would avoid higher traffic in all areas and keep parks a place for everyone to enjoy. This development lacks detail and thought and states very broad plan and therefore, we do not support this plan.
- The Westbrook community is already a well mixed neighborhood with many options for housing and transportation. City council and city planners can take their efforts elsewhere and quit trying to ruin established neighborhoods.
- I am all for development and densification but be sure to do it in the right spots. Making Glendale another Kilarney would ruin the area and will push us and many young professionals that have moved in out. I notice huge differences between Kilarney and Glendale and that is why we have chosen to live in Glendale. It has much more character, way less street congestion, looks way more appealing with the consistent single development dwellings and less crime and rental units. Be very careful!!
- I think this plan completely misses the mark. This plan does not have any place in Glendale. We do not want 4 storey buildings overlooking Turtle Hill. We do not want another disastrous redevelopment project like 37th St. (The city took away lanes and made the intersection and surrounding roads and intersections less safe for pedestrians and drivers- well done city!) Instead of using buzz words and vague generalities I think the planners should submit exactly what they want to accomplish.
- Any outdoor gathering in the Westbrook area encourages homeless and addicts to congregate. This does not make it a safe family neighbourhood which is why we chose to live in Glendale.
- Area around westbrook station is terribly underutilized and could provide significant high density housing close to transit. This is significantly more suitable for supporting growth than building 4+ storey buildings in south west Killarney & south east Glenbrook



- we just want a quiet, safe area to live in. We left our condo [Copperwood] in Spruce Cliff so we could have a little more privacy, a more upper class feel, less traffic, less noise, etc. Leave our area alone. Don't bastardize and cheapen this beautiful area with cheap construction.
- too much density already in Westgate. Please no more.
- how do you transition from a four level building to a residential street? That's ruining people's reason for living in that neighborhood. How do you tell someone they're going to live across the street from a four story building? They didn't sign up for that! Many parks have been upgraded/ new houses, are you going to bulldoze people's dreams!
- the plan adds density without adding green space, this is very unreasonable.
  - The plan adds density without giving due recognition of the existing of the existing significant density
  - . Using code' existing land use'
  - The plan only acknowledges climate change as an element not in all through way
  - all the concrete linked to these many new buildings is a huge footprint.
  - No mention of corridors in relations to solar / wind / sun.
- City doesn't have a great track record with community level planning documents. Developers have been successful in getting spot rezoning through use of DC zones and introducing much larger/ denser projects outside the three growth focused areas identified. Similarly, the city has a history of approving lower height projects in previously identified focus growth areas [eg drive through Starbucks on 17th Ave close to the transit hub, 45th St C train stop] would like to see the city integrate green scape [planting] requirements in all zoning/ redevelopment applications.
- bonus question -What additional infrastructure is needed to support additional growth / density?
- separated bike lanes !!
- I believe that density in retail enhanced community living. The magic is to strike the balance between aspirational planning and market realities.
- some areas make sense for development in this plan. There is no reason to turn residential areas into corridors. Keep communities family focused!!!
- any development of this nature will create too much traffic and parking in the area.
- public transit doesn't run frequently enough locally to induce people to shift out of their cars generally. What if there were local route small buses? A route or two went through the area along main streets every 30 minutes and connected to the larger transit hubs, of course! \* lots of trees added, please\*
- the Glenbrook community generally does not feel like these sort of place for intense growth. But, the links of areas you have pointed out make sense.
- I have lived in this community for 15 years and seeing it go from quiet and quaint we lovely little parks with great access to Marda loop too busy and congested. While reducing emissions is a goal, doing that with over development of four plus stories is not

the solution. That approach brings in lots of tax dollars, but I feel high density brings in too much congestion for people which equals to frustration and anger.

- now that curvy has been developed on the southwest side of crowchild there needs to be a cycling slash walking and 'other mobilities' such as walkers, strollers' option going South from 33rd Ave southwest. The southwest side of Kurt rild is a dead zone now in terms of access. I realized this focus is probably outside of this project. The question is whether there are discussions with developers South of 33rd Ave southwest to connect Westbrook neighborhood with MRU, Curry, care facilities, access to bike paths in the north glenmore and edworthy to the north. Thank you for the opportunity to comment
- none of this densifying of the city center is going to make a darn bit of difference [carbon wise] if the outskirts of Calgary keep metastasizing with car dependent, suburban hellscapes like Seton and Crestmont. So stop building new roads and new communities. Just stop it
- I can understand the need for four story housing, but putting these in slower, quieter neighborhoods isn't the answer. You'll lose families who want kids to be able to play outside, and the sense of community that clear Killarney/Glengarry has.
- I hope you listen to the feedback and work with community leaders on what is best for current residents too.
- balanced approach needs to ensure with realization at low density housing areas cannot accept moderate to large scale development. Especially in light that parking he's already a concern in these areas already, these larger development areas should be considered around transit hubs and more commercial areas.
- no builder is building to bring young families inner city everything is bedroom condos that will be one to two purchased and rented out. If the city wants to integrate better focus on families! Transit is unsafe get that under control
- The community needs more business like coffee shops, cafes, etc. The development should have as much space for businesses on the ground level as possible [especially on 37th St and 26th Ave]. Similar to Marda Loop [Blush Lane building] thanks for the opportunity to provide input.
- as above. Development should not be planned along quiet residential roads nor near [adjacent to] parks and schools. People can walk 3 or eight blocks to get to amenities.
- for the reasons listed above. The communities were not designed with this type of densification in mind. As residents our children should be able to freely play on their front yards without speeding vehicles posing a clear and present danger. Also infrastructure will not handle the loss of private lot greenspace. We need to preserve our urban forest
  - I support a masterplan
  - Westbrook mall redevelopment would be very positive for our area.
  - R2 zoning should be maintained and upheld zoning except exceptions are always [seemingly] approved.
- I hope so. Killarney/glengarry has huge opportunity and potential to be a vibrant inner city hub with close access to the mountains. Build it and they will come. Awful
- people moved here for a reason -really if they want the proposed developments - they can move to Garrison or Marda loop. The population density here is already excessive
- good integration is contextual. I would suggest you give us street address to go look at, not thumbnail pictures as it's hard to judge context, walkability etc.

- Westbrook mall area should be redeveloped to include condos, newer shops, a nice area like Inglewood.
  - will divert where growth is needed around Westbrook LRT
  - land speculation - bad landlords poor tenant screening for years until redevelopment happens.
  - The existing growth in spruce Cliff with current zoning has been a success - since 2000. don't muck with a good plan and successful densification being achieved.
- the idea that an area has to have higher occupancy is not in conformance to the ideas of the plan infills as allowed lead to issues and conflicts between those with standard lots and the infills, IE parking, storage vehicles, etc.
- this growth would increase in old and taxed infrastructure in the neighborhood. It was built as a 1950s suburb but is now in her city. Most live here for the quiet except during the schooling hours. These changes would end the neighborhood vibe.
- it is a start, but the city needs to take more active role in determining the nature of developments and avoid piecemeal, miscellaneous projects that are disjointed overtime. Zoning changes and development permits need more chronological oversight. See the situation in roscarrock where school closed despite peacemeal development.
- undecided as mostly I approve of higher density acceptance expressed upgrowth in #3. For Westgate most important green space would be to add trees, family gathering areas as community has already turn near the playgrounds well leverage the open areas for sports activities.
- yes, but to ensure the increased density isn't just more traffic, the city departments need to work together to make sure the important details actually happen. Details like increased quality cycling infrastructure that is well maintained year round. Details like not building more parking lots. Like having pedestrian focused street fronting businesses.
- the people living in these communities do not want more 'growth and development'.
- my community is doing just fine as it is. We do not need our houses replaced with giant apartment building. Calgary already has dozens of empty buildings downtown.
- if growth cleans up neighborhoods in and around Westbrook mall OK. Please leave the quaint, quaint beautiful neighborhoods intact. We cannot afford more traffic in small communities like killarney and the likes.
- We need more revitalization on all back lanes- please pave them as we are not able to get a majority vote, the M peeved back lanes are full of mud and potholes, very unappealing!!
- more shops and more community atmosphere is good to revitalize the older communities.
- the streets and roads in these areas were never meant to carry the increased volume, stop building useless pipe bike paths and slowing traffic. Give us a break.
- 1 first, think about the change in businesses and walkable/active transport needs. Fewer cash stops oil changes etc more cafes, restaurants, small markets. Westbrook mall is a bit outdated in this regard. I look at this and see only a broad attempt to get rampant densification to increase tax revenue/ square kilometer. Also pool is very old! traffic controls? Services? [illegible]? None...
- no, no and again no. Rather than integrating into the existing community the direction outlined with moderate to large scaled developments would impose upon and disrupt the existing community character.

- I believe a smaller scale less than four story development is appropriate for development in Glendale and the surrounding communities.
- this is a disgrace. I ride the train but I wouldn't feel comfortable sending my wife or young children anywhere near the train let alone on it due to the unsafe conditions created by the city's lack of attention to the actual problems in our city. I've lived here my entire life and I'm embarrassed by the state of affairs. West mall is unsafe at any time. Even the library is unsafe. Shame on you! Citizen comment.
- less congestion. More green space!
- I have no confidence in the planning department that does not seem to be aware of previous planning that has already been [recently] completed with the extensive input of relevant stakeholders. Are you just trying to keep busy?
- recent planning with extensive input from the CA and residents seems to have been ignored or forgotten. The utopian quotes and concepts in the brochure were very off pudding. [how many coffee shops and art studios can the city-let alone the community-sustain]? Wider sidewalks but address transit [poor connections, long waits, lack of safety] first or no one will use it despite the best laid plans. Kids get driven to school - many come from other areas. Don't over densify [marda loop is a mess now close packet we still need good roads/ access
- I really don't see anything milk worthy or new here. The focus should be on the Westbrook LRT station area. This has been a completely wasted opportunity to Add all of the desired growth areas mentioned in this pamphlet. Penetration of increased density into our established communities shouldn't be the goal until this priority area has a plan and moves to implementation and action... it's been too many years of talking about it with no action.
- Brentwood fiasco! The city asks for community input but they will do whatever they want to do, even if we disagree. The LRT stations are a good example, the asymmetrical arch is were decided on long before you asked for community input.
- so suburbs are pump and dump for developers to make money your vision works in the long term and benefits actual calgarians. Thank you for focusing on densification, it's the best way to keep Calgary attractive.
- it would help if the uses for 'existing land use' areas were identified.
- instead of building condos around the park, better start building parks in between the existing condo buildings! It seems about a thousand in downtown only
- incentivizing development of businesses around Westbrook seatrain is key. Making this area walkable and dense with commercial/residential will build critical mass of population to support businesses and revitalization. Also, no more parking lots along St frontage!
- the intensification shown along the corridors only seems to consider the block face on the Main Street itself. What about the parcels in the rest of the block? [on the other side of the lane closed bracket maybe these aren't 4 stories, but they could be 3 Storey multi residential buildings. This would increase the diversity of housing options. There should be more options than just houses or apartments.
- protecting single story commercial and targeting residential infill is pro developer and anti community. Force developers to be creative, keep heights lower and don't ruin every inner city neighborhood. 45th St - four story walk ups - Wildwood and similar- three story row housing. All the grey is where you should consider taller, and very few other places
- I think it is important to ensure that new developments are well integrated with greenspace and bike infrastructure. I'm happy that there is an increased focus on

density. I think it's important that new development is mixed use so that you don't have to travel so far for business and leisure activities.

- cramming more high density around parks ruins the open spaces. Roads high volume traffic and people near school and parks where speed and traffic are already a major safety issue. No development at spruce Dr/Wildwood.
- As stated above!
- Why don't you make some suggestions to Mount Royal & Scarborough
- Growth and development is important for the community as it helps the community to become more accessible and user friendly.
- Poor planning at 45 St LRT Station. No right turn or left turn lanes make entering & exiting Westgate very difficult. Streets are not maintained (snow barriers on 45 St are nearly impossible to step over or right turn heading south at 17 Ave intersection. [illegible] roads before building more development! Please!
- Higher density development in Westbrook Communities is critical the City's long term development plan as it will create more walkable neighbourhoods, stimulate small business growth & attract more amenities. By enabling more people to live in the inner city communities. Citizens live closer to work and school, and reduce the growing boon of vehicles driving long distances on a daily basis. It's better for our community, The City, and the environment.
- It seems to be on the right path, but cautious about overdevelopment. Very against developing 30th ave- it is not a corridor. Why not develop Westbrook mall into a more vibrant community hub? It's within walking distance for most of the neighbourhood but is also so dingy, old has little shops of actual use for urban families. Developing that into a more vibrant hub makes more sense than cramming more development into the area.
- Along main corridors is the best and only areas to have large scale development. Thanks.
- While I understand the want in this, I feel that anything beyond small 2-3 story apartment buildings and fourplexes should be avoided. It becomes a parking nightmare, traffic congestion and can be an eyesore. I have seen areas of Vancouver transformed in this manner and it is not desirable.
- Having areas for small business to come into having local artist do art work around the communities
- Our only concern is cost. We would very much appreciate seeing some information about how many will be raised and how it will spent over how long. Increasing local property taxes is not something we are interested in supporting.
- Get rid of the drug problem and street people! Look at investment downtown, the only people using these amenities are drug users and crack heads families do not go downtown
- Shut it down
- Too much money waste
- I (we) would like to believe that it would – we all need change- sometimes it works- sometimes not
- Large high rises block the sun in yards- this is a known fact- please- no- highrises
- You are so wrong with this stuff!
- If City is to continue focus on more cycle lanes these need to be added to the planning mix. The devil is in the detail. Greater density will bring greater traffic & it's unclear how bicycle lanes policy will fit into the new reality.

- We would like to see changes in the zoning from 45th street S.W. to 49th street S.W. to match the rest of Glenbrook district.
- Terrible- leave the green spaces alone
- Be more creative than what you have already done!
- The high rise is not the answer to density ~ it undermines character and livability we know this. There are plenty available for people, They don't help children or elderly or people with pets, I'm very disappointed at the possibility of high rises in Calgary's traditional neighbourhoods no- make continuous retail along Bow Trail that you can walk to and enjoy a coffee. Bow tr and 45th was terribly developed. Who would walk to a medical clinic, A liquor store, a bowtox center or a lube/ oil change business. It's all concrete – no parties, no thought, no parking
- In the areas close to Westbrook mall and LRT, YES, not beside \$2,000,000 homes...
- We pay hi taxes to the city in Wildwood, and this is what you are proposing???
- Should be no change
- Housing options, no commercial, around our parks.
- Smaller green spaces= smaller houses.
- Increased density is worth pursuing, however it should be done along the edges of neighborhoods to leverage existing infrastructure and to prevent splitting up communities and closing the skyline on neighbors
- You don't care about current residents, or the current communities.
- This area of city while desirable, people have invested here to have housing as it is zoned. The access to transit has already congested the area, as well give further access to unwanted visitors.
- Building satellite communities and expanding transit should be the goal, not to take space from those that paid a premium & have
- You can't control crime in LRT stations now. I think you only take the input you like.
- Your new booklet has a bunch of quotes supports the City planners narrative. Did you ignore than that opposed it? I participated in the earlier input (though it was very restricted in what input was allowed). I didn't see my concerns making you booklet.
- When we first bought in Killarney in 2013 the community was a mix of small bungalows and some duplexes, now all the new developments is multiple dwellings with unsightly waste containers right in front of Richmond Road. It is unacceptable.
- See the notes above – what is currently proposed would ruin the community (quiet & park-like currently)
- Does anybody at City Hall and all the people with these not so great ideas listen to the people who live in these communitys? Westgate and areas are great leave us all alone
- 17th ave & 37 St perimeter is sufficient for increased development
- The quietness of the neighborhood needs to be protected & traffic is already an issue along corridors Glendale, Glenbrook & Glamorgan
- Area around the Westbrook prior to the construction of the Ctrain and admin building housed two schools. Not residential, lots of fields and open spaces. It must become green space. There is no playground, trees, athletic facility in that area. No trees, no grass, gardens, no birds, wild habitat. I love Calgary. It is extremely worrysom to see the changes - not thought thru. Public spaces changing into private lands is not a good policy.

- I think that Westbrook mall currently feels unsafe/ unwelcoming. It needs to be completely gutted. It would be great to see a “marketmall” or some more restaurants, coffee shops, boutique shops, or attractions like bowling/ theatre
- You are punishing residents of this area and sending the message it is better to live far away so city planners don’t ruin your community!
- We have no confidence the city will listen to our concerns, over the additional tax revenues from developers and multi-residential housing, based on our experience with Harvest Hills. The residents vehemently opposed the development and The City of Calgary did nothing to appease its tax payers!
- I’d like to see revitalization of Westbrook Mall with more current businesses & better use of the parking lot space. There’s so much wasted space around there that is becoming a hub for unhomed folks to gather & increased crime. Development is required.
- Prefer more lowrise, commercial spaces & pedestrian centric design. Re sidewalk cafes, small independent businesses & community centres for all age groups & income levels.
- Mostly yes - as stated above. I think some major points need to be reassessed though before proceeding. Too much redevelopment will change the community entirely, so this needs to be analyzed and planned out carefully.
- No one wants these buildings.
- The traffic calming measures have destroyed traffic flow and access, creating needless bottlenecks. 37th St ruined as a traffic artery. Bikelanes are a disaster – City Hall seems to forget this is a winter country. Bike counters on lanes are fraudulent.
- Create more green spaces, not take them away. (We know this won’t happen), so leave the ones we have alone.
- I am not against increased density, but this plan requires more thought re: green space, level of densification and an integrated approach to services & environmentally sound policies
- The City of Calgary has an opportunity to do better than this proposed densification [illegible]. In particular Killarney appears to be targeted.
- Some residents confused and think Westbrook only means area around mall. They don’t realize it affects them.
- You don’t seem to Admit Glenbrook etc is already undergoing lots of “densification” by duplexes.
- You should by justifying why a 4+ building should go in a neighborhood instead of making tax paying residents explain why not. Who works for who?
- You give us incomplete info. 4+ storey could mean a 26 storey building. Huge difference from 4. Condos for rich people? Subsidized housing? Bring different concerns. You show no respect for long time residents. You could ruin my houses value to make some builder rich.
- Already major corridors should be the focus for higher density. 37th St & area around Westbrook Mall.
- Larger residential developments should be restricted to downtown area. Large condo buildings do not belong in established residential areas.
- 4+ buildings seem too big for many of these communities. What does 4+ mean? We feel 4 storeys would be maximum and still retain some of the character of the area these neighbourhoods have relatively affordable housing. I wouldn’t want to see too much “gentrification”!

- Do you really think building 4+ homes and businesses people would not need car to get around on the already over crowded roads.
- The Mayor declares climate emergency but more cars, trucks, SUVs are idling at intersections, higher density more pollution which is already happening.
- As long as it's not over crowding single housing areas. People move to single housing areas as they are not overcrowded and are generally more quiet. People who live in the area (Wildwood) enjoy what is right now & will not appreciate major development.
- 4 Stories is way too high. Infills fine but that is too much. We already have high rise condos, mid rise, low income, apartments. Wild wood / Spruce Cliff have limited ways in and out of neighborhood. Traffic is a real concern. As is safety of the young kids riding bikes & hanging out with friends.
- People in this area clearly do not want development which will impact our quality of life and our lovely parks & green spaces. The City is trying to force this on our community against our wishes to satisfy City's desire for tax dollars.
- See above.
- Like the one that is in Currie.
- i.e. Like the Currie Bark Park
- Lots of dogs in this area that would make use of one.
- Allow growth in portions of community that have been designated as multi-residential/ rental communities. Single family dwelling owners take pride in their property and feel large scale development is not appropriate for previously designate R1 communities
- We need more retail, specifically moderate to high end restaurants. And most importantly police & security around Walmart, McDonald's & the Westbrook train station.
- Leave it as is, this will only benefit the cities tax base . That's all, if all these changes come in affect. All the underground infrastructure will have to be upgraded to handle extra volume. We are already being taxed enough. And cannot afford any more taxes.
- Wildwood – Adding higher density would greatly affect traffic flow into & out the community. – Challenge with only two entrances and exits
- Parking concerns
- Low water pressure and 60+ year old infrastructure will also be an issue.
- More storefronts for community businesses should be incorporated into your development plans
- Revitalize areas like Market Mall Westbrook Mall, the open patch of dirt & weeds should be used and hopefully bring in meaningful business to an otherwise obsolete mall.
- Consideration for more development along Bow Trail, and also consideration for keeping Bow Trail moving along a main corridor for Western Communities to and from downtown.
- Too much focus on density. This is not downtown. I do agree we need more diversity of business & services.
- The direction isn't the problem – the interpretation is. People want housing options around the parks. Not every street should be a main street. Mixed use creates only 1 form of housing – condos & commercial – No to doing this to our parks!
- In general, we agree, although sufficient (not minimal) parking and traffic consideration need to be satisfied. Not just letting developers have the maximum usage without proper space for parking and traffic flow!!!



- Depends on how it is done. You are subjecting a lot of people to years of construction road closures. The plan must reduce traffic flow in the future or it's not worth doing.
- There needs to be a respect for green spaces. They have huge value. I thought this was a given and it's very disturbing to read that the city is not sharing this vision of value of green spaces. Wildwood is an established community around its green spaces... They need to be left as is!!!
- A presentation on other areas would help. I'm mostly familiar with the Shaganappi Park Area.
- I am in agreement up to a point. I do not want an increase in density along the corridors and around Parks and Open Spaces in the Westgate area. The traffic along 45 St from 26 Ave to Bow Trail is already busy.
- The plan does not integrate well into these communities. Allowing "4+storey" buildings adjacent to single family homes will destroy the character of many of these communities. Families will move out to the suburbs and the communities will become more transient (as is already happening in Shaganappi). A limited number of large buildings around transit stations makes sense, but not along the majority of Traffic Corridors on the map, and definitely not surrounding the park spaces. The focus in adding density to these residential areas should be on low rise (2 storey) multiunit housing, thus would blend in better with the existing neighbourhoods. We don't want our neighbourhoods turned into the next "Beltline" – the high rise condos in that area are half empty precisely because people don't want to live in that type of congested (and often crime ridden) area.
- We have existing high rise apartments with high vacancy rates, we don't need more. We need space for Calgarians to walk, bike and use alternate transportation.
- Some. It seems unrealistic. Crowding will add other issues. Where is the \$ coming from?
- The "transit hub" areas all seem like very poor choices. Corridor areas appear more logical.
- I'm all for growth & development but you must address parking issues. As a resident of this area there are already problems with transit rides taking all parking spots at my building
- What you are proposing doesn't follow the recommendations for parks. People want housing options, not commercial space. 4+ storey mixed use buildings produced condos and stores, not different kinds of housing.
- This development sounds and smells of developers backing to make huge money in developing and rezoning R1 residences into downtown highrises. This plan will effectively kill residential R1 Glendale!
- The main issue with 4 storeys is they may be next to a single level detached house. My concern would be total blockage of sunlight for the poor homeowner. Four storey building can fit but light blockage should be a major consideration. Thus perhaps on the south side of 26th Ave where the street would minimize and light blockage versus north side.

- Not really a notable thing. Depends on the good will of developers, if past experience is an indicator- perhaps not. Westbrook has not had a lot of innovative development. Can you select for innovation within Dev. Permits?
- Not at all – the proposal of growth around parks & open spaces would probably mean less use of them, as it is families with children who collect in those spots. I have lived in Calgary a very long time 80+ years & have seen it's growth, the wise & very unwise allocating of space, good & poor planning. I have not found your statements on development around parks & open spaces to be true – the development of multiple housing around parks drawing businesses I like coffee shops & art studios (your words) is the kiss of death to parks 17 Ave SW 4th St etc are cases in point.
- I doubt the city genuinely takes feed back into consideration. Please listen to residents.
- Many houses in marked areas were recently developed – infills, duplexes, etc. Not many remain to be replaced.
- I would like to see at least a token initiative toward walkability, bikability, specifically around 14 Ave from westbrook to crowchild.
- All I see is increased density, but little to make you leave the car, SUV, truck alone.
- 14 Avenue is apparently maintained as an alternative to Bow tr. And 17 Ave, salted to no end with less than token measures to calm traffic. Try biking for one winter season in all the salt, already disallowed in many Canadian cities.
- Despite extensive consultation with Shaganappi community city makes decisions about development. This is quite narrow community & once you start rezoning and building higher buildings there is a loss of light for existing infrastructures, loss of green spaces, character and “feel” of the community. Also parking and many other issues.
- As the City administration searches for more ways to squeeze tax money from citizens, they are killing the soul of wonderful old neighbourhoods and replacing our history with steel and glass to the sky.
- This is a terrible idea. People bought to get out of dense areas in the city. People in our community do not want this
- In some areas, along 17th, near train stations, yes this kind of development is good. However, the appeal of these communities is the older, single family homes – there is a huge demand for this type of housing & quiet neighbourhoods where you can park outside your home & let your kids play freely. Glendale does not need to be urbanized!
- I am generally in favour of development but feel it is important to be careful of the number of moderate, large buildings approved per city block due to the traffic, parking & congestion issues associated with more people. I base this on my experience living in Marda Loop where new buildings made it impossible to find parking or drive down streets near my home. The number of larger buildings affected the amount of sunlight, dust & noise for many years with no end in sight – so I moved. I love the eclectic nature of inner city & welcome different development if well considered.
- Appreciate the thought going into development of a better integrated community.
- All this sounds like is a tax grab by the city of Calgary that is supported by developers and builders who after they have made their money don't give a damn about the communities
- This is the wrong direction for the Killarney/ Glengarry community.
- Nobody who lives close to what you have identified as transit hubs is in favour of this direction. The new sidewalks along 37th Street are nice but people continue to walk. Bus routes were cancelled or re-directed and frequency reduced (even before covid)

- Keep our neighbourhood a family residence community please this level of density is not needed. Thank you!!!
- Observe existing areas and zones around the city compare older and newer successes and failures of growth and development. Don't rush!
- Stick to directly alongside C-train tracks and stay out of family streets.
  - People don't walk their children to school
  - The charm of these neighborhoods is proximity to schools, single family homes- with a yard for kids to play Taking it away diminishes the area – do this in Mt. Royal!
- 4+ Storey buildings in this area will again take daylight from existing old and new houses. Keep this kind of development for main streets (37th, 45th, 17th)
- In addition to ensuring growth & development that integrates well into the Westbrook communities area, enhanced safety & pedestrian – safe/ friendly measures should be taken, especially along the 26th Ave corridor east of 37th St. SW along the bus route. It is currently unsafe to walk along that corridor to the major & beautiful green/ open space on 26th Ave SW due to traffic, narrow sidewalks, and vagrants who loiter in the bus shelter during the day & nights. The residential areas east of 37th St SW along the 26th Ave SW corridor are mostly young families with very young children, and we feel this community safety where children can walk/ bike/ play freely in this residential area could be improved.
- The plan does not reflect input of current shaganappi residents. It will not preserve any of the current character which makes this neighborhood a great place to live and raise a family. High density development along busy transit corridors make sense. Replacing the entire neighborhood or most of it with four plus story buildings is a blueprint for demolition and replacement with high density boxes. This will not improve the neighborhood; it will completely alter and transform it.
- Thank you for the opportunity to provide feedback.
- [removed]
- The proposal looks too invasive – I think smaller scale growth is better. It's ok to have quiet neighborhoods for people to live in – just because we are “inner city” does not mean we all want the hustle and bustle. Looking at the existing busyness of 17th Ave – traffic is brutal! Better develop the existing areas – some are really run down – upgrade & improve those instead of mass expansion.
- The transit station area growth makes sense. Residential big buildings do not make sense & will force families to leave area to get that residential feeling.
- I believe that some of the suggested areas do not take into consideration the existing inventory of properties of expand much further south than acceptable around shag pointe stn. Not sure any work has been done to understand issues of traffic volume, speed & parking that will have negative impact on life in the area.
- Greater density along corridors increases public transit efficiency and use. We need more housing to drive down prices
- Specifically- The City of Calgary does not enforce snow clearing, in particular, builders, unoccupied sidewalks and large parking lots like (my beloved) Walmart have no place for pedestrians to get from Westbrook Train Stn. To the store.
- Topic 3: You keep sending me these obviously expensive brochures, when I don't live anywhere near Westbrook!!

- Where did "Westbrook" communities come from? To residents in Central SW, Westbrook is a Mall not a community!
- We are covering up way too high a % of land with buildings. Need rain to replenish aquifers not just run to storm drains & rivers. Need sunshine to radiate on houses & apartments
- Eap for our long winters
- Eg much of the new development of Currie base land has virtually no open soil. Streets too narrow, some never seeing sun.
- I am disappointed to see that there appears to be no plan for Westbrook mall redevelopment. It is right next to the transit station & has the potential to be an amazing mixed use area.
- Consider pedestrian bridge on corner of Bow Trail and 33rd Ave/ Spruce Drive. Closer to train station. Much safer! Next to new planned centre.
- The City is discusting! Trying to fool the public into believing this will improve quality of life. It will not with hot summers & cold winters, people will never stop driving. Think of the elderly, disabled, mom's with kids. They need to drive. This isn't Europe
- The low income housing on Bow Trail was vehemently opposed by residents – yet its there. How will this be any different? You will approve what you want & we'll waste [illegible] time trying to be [illegible]
- Ease pace over 10-20 years
- At the same time, let's get moving.
- Walking to school & lack of amenities given the closure of Rosscarrack school plus on 1 public junior high schools. Also proximity to Westbrook Mall discourages small commercial.
- As long as these structures are carefully chosen and the areas where they go they would help with growth and development but the increased rates of crime could be a concern, and it would be harmful to the character and family oriented nature of some of these communities if development is not carefully chosen
- Development and growth are important. The projected direction sounds good in our outlined areas above. The idea to develop to bring in new local businesses is particularly good.
- Yes a nice looking Westbrook Mall with more services would be nice Walmart is quite ugly as is the C-train station
- Suggest large [illegible] with [illegible] located [illegible] bus stop on Richmond Road & 37 Street SW. Need more beauty in the area.
- I am worries this won't feel residential anymore.
- Nice quiet area- crime has gone up since west leg or LRT. This will bring even more to the area.
- A lot of elderly in these communities, and this dense population with lack of proper infrastructure to support the population
- There is too much development in Calgary- It pollutes not good for environment.
- We are interested in hearing more about what the plan is for the vacant land around Westbrook Station. Playground/ skatepark/ something useful would be nice
- We love the focus on reducing emissions which needs to be part of our climate action [illegible]

- But Westbrook mall distracts from the potential of the area.
- Doesn't matter what I think the city will do what it always does Ram it through
- Not all communities want to be high density. Stop pushing this model on property owners who bought in Wildwood because it wasn't high density. And while I support promoting cycling & walking, you can't assume neighborhoods will magically conform in all instances. Demographics plays a significant role in the reality of how, when and if people will utilize these modes. One size does not fit all.
- No there are parts of this plan which were developed in a U of C study along 37th St corridor that made excellent sense. Along Crowchild the development is already complete
- Don't live in these areas [illegible] south of Richmond Rd.
- Again the development of vacant land by the westbrook C-Train station should be prioritized. Would love some better parking options near the station as well (i.e. underground or parking structure)
- Perhaps encourage more ride sharing options around the area as a viable transportation option (i.e. [illegible] vehicle 'dropzones', Uber/ LYFT pick up/ drop off zones
- All-in all, I'm happy and impressed with the direction for growth and development that was provided in the community development booklet. Well done City of Calgary!!!
- Great communication & community engagement! Thank you!!!
- This is a terrible plan for the area around Spruce Drive/ 45th and 37th. Do not ruin my neighborhood
- Dear Councillor Pootmans & the rest of the gang.
- Start working on the aforementioned major problem in our area, and then I will take your "little survey" seriously.
- Allowing for [illegible] does not ensure it integrates well. Encourage many small projects rather than a few big ones. [illegible] development. Make it easier for normal people to expand
- Increased density in areas that currently are medium density would have a detrimental impact due to overcrowding, increased traffic, and lack of amenities & support for more population. Back lanes that are not paved will be destroyed by extra use, lettering, petty crime, noise and parking are all major concerns with ideological development.
- High density construction should only occur around commercial areas and only directly on transit (C-train) thoroughfares. Do not add density to the Westbrook residential communities that are single family.
- Too much focus on developing density in single family home areas. Take the density drive and place around busy streets and shopping malls. Let there at least be some residential areas that can enjoy quiet and not be overrun with high rise and parking & noise issues.
- We would like to ensure no current park space is used for any type of housing development. We also feel it is important to respect the beauty of an older community. Building up needs a great deal of infrastructure which is important. I.e) utilities, water etc. so any development requires builders to identify needs and address concerns.
- At least make the buildings similar to the original ones there. There is such a hodge podge of different buildings, these once nice neighbourhoods look terrible.

- Nervous that the community we live in will be congested and that we will lose greenspace & parks.
- I also feel that there are enough amenities in close proximity – no need or desire for more shops/ retail/ etc.
- Develop the empty field around Westbrook station
- Keep 4+ storey developments along 17 Ave SW only
- Commercial development is more important than residential development and density. If we build vibrant, enticing commercial hubs and areas, The people will come naturally. Marda Loop was a BR2 before it got dense, same with Inglewood. Build hubs where people come to congregate and the residents will follow. But all aspects of residential development need to take commercial development into account. I love what the city did with mahogany, feels like Kelowna down there. Do something incredible with the old Viscount Bennett Centre!!!
- Wildwood is an area of single family homes with no buildings over 3 storeys. To suggest that development of 4+ storeys would integrate well is, I think, a bit of a stretch. Your examples of photos of 4+ buildings includes one in Marda Loop which to us is a prime example of how not to develop an area. 33rd Ave is becoming a shaded tunnel between high rises with inadequate set back from the street.
- Focus on improving areas such as the westbrook mall area that is mostly vacant and undeveloped.
- Thank you for asking for input I think it's important to increase density but not at the expense of existing residents. Done thoughtfully it is welcomed – Cars on the street is my biggest issue; needs to be managed.
- Have always wondered why there is no walking access or sidewalks from Bow Trail to downtown over 14th street. To walk must use Bow River Pathway which adds extra time/ distance & is not always safe for one person on their own. Why not have a pedestrian sidewalk – we are quite cut off.
- Rosscarrock is a transient, high rental occupancy area. Demolition of so many single family dwellings has caused serious lack of parking for all of us. Developers have not provided sensible adequate parking so most of these new residents park on the street & create tension & conflict between neighbours
- People move to the Westgate community for it's friendly "know your neighbour" appeal. It's a family-children-senior-multi aged community that brings people to the area for that exact reason. It is disgusting to think what overgrowth and overdevelopment will do to this great neighbourhood. Please don't!
- Growth & development should be kept to areas of the Ctrain and malls not in residential neighbourhoods. We like the safety of our neighbourhood and more people & traffic means more theft and brings problem people to our homes parks streets and our general neighbourhood.
- I do not think my community needs growth and development. 50% of downtown is empty. The city should fill that before building more in my community.
- This will destroy the community & quality of residential [illegible]
- Rethink your planning approach!!
- So many flaws in this plan!!
- Large development is not appropriate for the communities around Westbrook Mall directly there could be available places for large development.
- [removed]

- Leave the green area the way it is for children to enjoy
- It is very wrong to change & degrade people's lives with plans like these.
- Address: [removed]
- Much more consultation with community members (individual home owners) is needed before any rezoning takes place
- See number 2
- It is not realistic to think that high density within an area will result in a friendly response in a neighbourhood that families have invested a great deal to accomplish.
- Since the LRT has been in place it has already made a great change in crime & atmosphere in our area.
- Seems that a huge amount of emphasis has been placed on "moderate" scale growth of 4+ storeys. I am really concerned about the smaller scale developments as well & where are they being proposed
- [removed]
- The proposed 4+ story development & additional commercial development will be very destructive in many ways to the community of Glendale. The quieter character, openness, with lots of light penetrating to ground level, reasonably safe cycle routes and safe traffic levels and sense of community where we know our neighbours would be destroyed by this high density. The neighbourhood was created for low density living and is what people have been drawn to the area for. If we want commercial chaos and canyons of development... we could move to Marda Loop or Mission or the Beltline. The "direction outlined" does not fit with our free-range children family oriented neighbourhood with gardens, quiet roads and street hockey, potential for solar energy and schools.
- More specific need to be provided
- Although change is inevitable & planning for the future is important, please remember that people age & there are many seniors already living in these communities. Planning for walking/ cycling is good, but equally important is planning for seniors/ disabled who require a car for easy access to services & parking.
- Greenspaces are extremely important to us, & we would not support any infringement on their existing spaces.
- The only development I see around park areas and two station would be greenr along 33rd Ave and 8th ave (Westbrook) and Bow Trail (Shaganappi).
- I disagree with one of the identified directions for growth: "support the development of high quality and diverse housing types across the Westbrook Communities". Many families chose to live in RC-1 neighbourhoods of Glendale, Westgate or Wildwood specifically to avoid diverse housing types and the range of housing options that lead to higher density, higher traffic and busier neighbourhoods and streets. My family recently moved away from a neighbourhood that was experiencing growth through increased development to locate in a quieter and less busy community. Using Marda Loop as an example of an area that has a wide range of housing types, street traffic is so busy that children cannot play on the streets. Intersections, even residential intersections, are dangerous for pedestrians to use. Cycling anywhere is perilous. This is not a good blueprint for a community plan and should serve as a warning in developing this area plan. Certain neighbourhoods within the Westbrook Communities make sense for higher density housing options, especially around the Westbrook LRT station area, as it is a

transit and commercial hub, but this should be restricted to neighbourhoods that are not currently zoned RC-1. This direction for growth should be modified as follows:

- Support the development of high quality and diverse housing types in key neighbourhoods within the Westbrook Communities
- Families have chosen to live in established single family communities because they are not high density and have mature trees and green spaces. There are plenty of communities such as Killarney and Marda Loop that are so dense you cannot drive down the street or park. If the thought is makes it more affordable for people I would disagree, the prices in Killarney and Marda Loop are not affordable. It is unrealistic to think that people are not going to drive in this city. If there is going to be redevelopment it should include affordable seniors buildings and places for families not just 1 and 2 bedroom apartments. Encourage families to remain and move to our community.
- Turtle Hill/ Glendale Community Association. This area would be put to great devastation because aspen trees would go. They give a beauty for children to enjoy space for group activities. I.e. Scouts, girl guides, soccer, sledding, snow shoeing, cross country skiing, dog walking, circuit skating rink, and kindergarten. Paddle ball is played, tennis, throwing frisbee. The green space has no real monetary value. It is just like an oasis in a desert. It is so necessary, it's like a treasure buried in a vast field of houses. If possible save this area as it is. [illegible] is beautiful.
- This blanket proposal will ruin our community it is all residential in this community 4 storey + will block the sun on parks and homes.
- [removed]
- Go put your development on 17th Ave by the the LRT station but not higher than 4 storey. Not in an R1 zoned area less is better. What about the low income housing on Richmond Rd & 51 St.
- No, have genuine concerns about the lack of consideration of the impact of these changes on current residents.
- Our communities are first and foremost residential areas. While increasing the density with a variety of housing options is not unreasonable, it is very unfair to impose a downtown atmosphere in our quiet, family oriented neighbourhoods. Consideration should be given for changes in density to be allowed gradually, in defined, carefully planned stages over many years. Initially development should only be allowed at a moderate scale along Bow Trail, 17th Avenue, 37th Street, and the LRT transit stations. Our parks and their surrounding land should be left alone.
- I there are concerns in Westbrook than existing redevelopment [illegible] e.g. westbrook mall & trash staging areas have not been [illegible]. I know this is owned by a developer, but is there no hygiene/ pressure mechanisms to encourage [illegible] changes that the city can help [illegible] While this eyesore [illegible] space remains. [illegible] in this area
- Where is all the water coming from to exist because of density and volume of people. It maybe possible to build satellite towns outside of Calgary. Westbrook communities area is already full.
- See issues I've noted above. Please keep development to the outer perimeter of the neighbourhood with as little negative impact to homeowners who bought property in the neighbourhood for the single family community nature that we love this area for.
- [removed]



- Our community has already seen sufficient growth & development with the addition of many infills, where single homes are replaced with duplexes. We love our neighbourhood as is and do not want to see added development.
- This blanket proposal of 4+ storey on all corridors listed in your map is a huge overstep and reach. Far above R-1 designation. Some areas like the south side of 17th Ave is 2-3 storey max appropriate
- You are trying to cram high density into an area where it doesn't physically fit. We don't need more retail or large-scale development. This is a neighborhood not a retail development area. Why not build your large-scale developments along the N.E. Corridor. I don't see any HD there.
- These older communities do need revitalization and more people to occupy our wonderful neighbourhoods. I'm just very concerned about 4+ storey structures outside of the transit station areas. I would to see long term care facilities as a 4+ storey option. Many of our long term residents don't want to leave their neighbourhood.
- No 4+ Storey on parks or quiet streets in Glendale. Keep it to major roads & near transit stops.
- To do a successful redevelopment you need to sadly start over with your plan and not just add piece-meal parts that you think might fit.
- Thanks for your time in this matter
- It really bothers me to think parks & green spaces are being considered for removal to develop on. That does not build a community to take these areas away.
- Most of this area is zoned R1 and is appropriate. Any large scale building is not suitable for this area and would ruin the community.
- As mentioned moderate development (4+ stories or less) along transit station areas and main corridors (17th Ave SW/ 37 St, but not 45th St).
- Please do not develop near greenspace. This will greatly de-value our communities.
- We chose Glendale for its R1-C zoning we want to keep it this way. More development would mean more cars speeding in residential (already an issue) garbage in greenspace, and parking issues close to train (already an issue)
- In order to successfully recruit businesses & employees to tech sector, Calgary must provide cityscape more attractive than that they're being drawn from this plan moves toward reproducing condo cities (Vancouver & Toronto) from which people trying to escape. As is Westbrook communities attractive in current state
- Iconic Calgary choosing city bird while proposing plan to destroy their habitats
- Must address concerns ie: transit safety before assuming plan will increase ridership
- Despite being asked what max height would be in 2 "engagement sessions" the answer was not provided. All should be very concerned & city's reluctance to address. Who is really running the city? Developers or the citizens who voted their councillor to represent their interests!!
- A gradual transition is preferable. If the designated areas are rezoned development could negatively impact all neighbourhoods. I suggest a further distinction in the plan, where areas are identified for immediate development, development to medium density over 5-10 yr and possible large-scale development in 10-20 yrs.
- I do not support the proposal for "parking relaxations and relaxations to other standards" to support development for constrained sites. This is an invitation to developers to ask for relaxations, "constrained sites" is not defined.

- Yes, it appears thoughtful & practical. One, actually 3 issues we have with last year's work done on 37th St
  - o The bubbled out curbs at intersection make turning tight
  - o Why on earth is parking permitted at certain hours on 37th??? Essentially it then becomes a 2-lane road, hardly adequate for 37th. What is a stoplight doing on 19th & 37th??? Perhaps 23rd Ave – but 19th? Totally baffled on that design/ intent.
- Think how awful it will be when the city crams in high density housing where Richmond Green is. Anything for more taxes meanwhile quality of life is reduced.
- This plan would cut existing residents off from our greenspaces with a wall of apartments surrounding greenspaces
- Would recommend development of more local businesses along transit station areas & corridors.
- This little corner of our city (17 Ave – Richmond Road) Will end up with a very high density population.
- More information would need to be provided in terms of whether this is a plan to rezone properties?, are these city projects for businesses to have areas such as Kensington/ Marda Loop? What are the plans to be put in place to ensure there are services made available to manage increased density and the consequences associated to it such as parking, garbage pick up, noise etc...?
- The city sees development in this area as money and not quality of life for current residence. It leads to frustration. Increased traffic, no longer see or know my neighbors and far less long term residence.
- Completely ignored is the issue of affordability. When existing housing is removed and replaced, the change is always to something that the prior tenants or owners cannot afford. And there are now no alternate places in Calgary that they can afford.
- It would be nice to see some crosswalks 1 or 2 over Richmond Rd to get to the other communities- going for a coffee/ shopping ex: a crosswalk over Richmond Rd and 45 Street. Maybe a (4+) storey building structure in the same area. Close to shopping centres- coop etc. That could tie in the communities better- safer walking, biking etc.
- A crosswalk over bow trail- 45 St/ Scarcee Trail
- Its also a good place for a 4+ storey structure- near Edworthy Park
- This looks (see map) like a university student's thesis project done with felt pens the night before it is due. Give your heads a shake! Change is necessary but this "proposal" has no brakes! Who will stop it once a green light goes on in City Hall?
- The direction that has been outlined will have population growth. This will change the flavor of the community. The reason people have moved here is for the lower population density & open space. This is not something that I want to lose.
- Every area
- You are supposed to serve the public not design things to force us to do what you want. Also, you are vague about who the 4+ storey buildings are for. Will it add subsidized housing and crime? Will it add rich people with too many cars to increase? Look how much paper you wasted with cherry picked "citizen quotes" in your booklet.
- Plan will add congestion to residential areas. People living in these areas chose to live in quiet communities away from businesses and 4+ story buildings. Infrastructure and parking is not adequate and this plan takes away from green spaces.

- Development near existing hubs is not bad, but “creative hubs” by applying multiple “focus areas” in the same area is not at all contextual. No one looked at the cumulative impact in Glenbrook- multiple blocks all highlighted
- The committee should look at % increase of densification and existing densification to ensure quality across all impacted neighbours!
- I like underground parking
- I like developing westbrook mall like Inglewood
- I don't like large 4+ stories along quiet corridors in the Glenbrook community- unless in transit centers or along already busy streets (45th, Richmond Road).
- I am in favour of densification in the Westbrook communities, however, I think the amount and intensity to which Glenbrook is highlighted for us is too intense. The proposed changes would completely change the feel of the community I decided to live. Densifying using duplexes and 2-3 storey multi-level units could be more appropriate way to densify and keep the community feel of Glenbrook. I also think that Glenbrook is being unfairly targeted for more intense densification versus communities such as Wildwood.
- We agree with Page 7 – develop Westbrook Mall to be like Inglewood.
- We agree with underground parking options for more land above ground
- We agree that we should invest in parks and protect open spaces
- We don't agree with making things more “walkable”, with as it is too cold most of the year.
- There needs to be due care to maintain the quality of life for current residents. Commercial activities need to be appropriate – not bars and pubs that add disturbance to what are now quiet family communities. Additional beautification and greenery is also desired.
- Went to an online session. They cherry picked what questions to answer. They expressed no concern about people scared their property value would go down.
- Your questions are misleading. I can't comment on the appropriateness of 4+ storeys in some areas but the way it is worded I approve anywhere I don't comment on.
- You should find the few locations that won't negatively impact current residents and have stores etc and good transit propose big apartment buildings there instead of risking destroying the culture of the communities. We seem to be paying you to ruin our community.
- There is no mention of bicycle lanes, which are badly needed to encourage ridership.
- I don't think by saying people will cycle & walk more is actually something that would happen. Marda Loop area has cars lined up absolutely everywhere and I think that would make this neighbourhood worse by packing more & more residences into small spaces. I am afraid this is trying to benefit lrg construction companies. Rather than improve community. 4+ storey build always end up being built cheaply and end up costing occupants more in the future causing decrease in value of property causing low value housing attracting an undesired demographic.
- I genuinely hope that community feedback is considered and not simply an exercise done that “ticks a box” in the development process. The city can find a balance between modernizing/ gentrifying more established communities and maintaining the qualities that made the communities desirable and well established in the first place!
- Development near quiet park will never integrate well. Focus on hubs & getting Westbrook Station area developed!

- If you want it to integrate well you need to truly listen to residents and not force development where it is not wanted. Developer interest seems to be given top billing in this draft plan while existing residents have little opportunity to engage.
- Those who cannot drive due to lack of vehicle or other reason (e.g. physical issues) living close distance to public transit is a requirement. Locations that have 4+ storey apartments should have reasonable underground parking to ensure traffic flow in dense areas is disabled.
- These are family communities with local schools where children walk to class. Commercial Development in these communities is not appropriate and residential development must be of a scale that will preserve the integrity and character of the communities and ensure the safety of children living there. Residential townhouses along corridors outlined above make good use of available land for housing while at the same time maintaining safety of neighbourhood children and avoiding safety hazards associated with commercial development.
- Westbrook mall needs to be removed or designed. More green space, fewer cars and local shopping and eating options for surrounding communities, most everything is big box – no local restaurants, coffee shops and few local shops. Westbrook Mall area may be the hub but it's an eyesore and doesn't meet the needs of all surrounding communities. It lacks vibrancy and feels car centric.
- No Development
- These plans seem to have been made by people who don't have their finger on the pulse of the community. Spend some time in Wildwood and you will see the green spaces along Spruce Drive are used to create healthier communities and residents.
- Somewhat. As mentioned, development around the C-train stations and revitalizing Bow Trail would be an asset for all the Westbrook area communities. I do not agree that paving over Wildwood would be beneficial. I have many concerns about the plan. One of the things I love most about Calgary is that there is a lot of green space for a city of its size. I chose to live in Wildwood because of that, it is a quiet neighbourhood with mature trees, green space to walk in, along with being close enough to my work at the Foothills. If I had wanted to move into a denser neighbourhood, I would have. Building up Wildwood as described in the plan would destroy everything that makes this neighbourhood attractive. If the current plan for Wildwood happens as described in the brochure, I will likely sell my home before its value plummets and will end up moving further away from my work to find another Wildwood.
- I also question the demand for this type of housing. There is ample room by the Westbrook C-train station and around the existing condo towers on Bow/ Spruce Dr to build 4+ story buildings, and Rossbarrow and Spruce Cliff are already zoned for this type of development. Work habits have changed with the pandemic, and more people want detached homes and space as flexible work is becoming more common. Were the city smart, they would develop in areas already zoned for it and then see if there really is demand before considering developing in Wildwood. One thing that is discussed about inner city neighbourhoods is their proximity to downtown. But not everyone in Calgary works downtown – looking at my block, none of my neighbours do – we work in all parts of the city and live in Wildwood because we like the neighbourhood. I Also think it is too early to think of increasing density in the neighbourhood with the claim that it will make the area more walkable. Condo blocks aren't a destination! If we want a walkable neighbourhood, we need somewhere to walk to, which is why I would like to see Bow

Trail revitalized first, along with smart development around the C-train station. And I'm concerned that densification won't lead to affordability. I look at Parkdale with very pricy luxury infills replacing affordable bungalows and would hate to see this happen to this part of the city. I strongly believe that the city should rethink this plan. It is making me very regretful for voting for the current administration.

- I agree with the principles of the direction for growth overall, however I think there needs to be more respect for how some of the older communities are existing currently. Not all communities need to turn into Inglewood's. One of the things that make wildwood special is it's in its own little corner or Edworthy Park the only destination at the end of it's corridor which keeps the traffic down and keeps it a more quiet inner city neighbourhood. If we go & build a bunch of shops & 4+ story residents along the corridor, it will then no longer be quiet with minimal traffic. If ppl want that environment, then they can move to Inglewood or the other neighbourhoods like that. It's good to have some inner city options.
- Wildwood does not want or need this. Build a traffic circle at 45th & Spruce Dr, also at 37th & Spruce, to support the family friendly, heavily pedestrian, community to gather even more.
- The westbrook communities area is not a closed system, many other neighborhoods use, impact , and are impacted by the parks and recreation areas. Edworthy park is very busy, there is a lot of traffic through wildwood community to access the park. Traffic calming is already needed; additional development is the park would further exacerbate this issue. Increased development will also impact wildlife corridors.
- Wildwood focus: I am not against large (4+) development in these areas, but I doubt there is a market for it.
- R2 this area. This is more likely to increase density and provide housing options.
- Why was this section and question not included in the online input questionnaire? If you mean Wildwood then no
- Does the City really understand the current traffic measures on Wildwood from local traffic, construction traffic, delivery vehicle traffic and from outside Wildwood accessing upper (dog park) and lower Edworthy? Speeding throughout the community is out of control and yes , the police have been made aware – by many.
- The anxiety this plan and process has created is dangerous
- I believe development around Westbrook Mall is needed. Right now it looks like a wasteland. I no longer feel safe around that area, often I will not use transit (LRT) if it is dark.
- See above
- Large Scale residential and business developments should be confined to higher traffic perimeter areas.
- This development seems to have been based on a lot of assumptions and doesn't demonstrate a knowledge or understanding of the Westbrook communities. Traffic culling is already needed – inparticular in Wildwood with other people aiming to access Edworthy park. Additional development will only increase these issues. The increased development will also impact wildlife corridors in wildwood in particular. There also seem to be assumptions that these neighbourhoods are closed systems when in reality money other neighbourhoods & Calgarians use these spaces and they are directly under pressure. There are also safety concerns outlined in #1

- Open to re-zoning to allow for infills/ duplexes in Wildwood community & more business development / retail along Bow Trail. That would fill the goal of greater density.
- I attended one of the virtual engagement sessions and was not reassured that the planners were seeking meaningful input from existing communities. I would be delighted to be proven wrong. Online feedback should not be limited to 500 characters!
- Growth & development as proposed will fundamentally change safety and negatively affect safety, environment and quality of associated communities
- This reads like it was written by developers looking to make a buck.
- What is wrong with city hall? Enough with the Shag! Leave us alone
- Leave shaganappi alone we have an AARP in place
- Some areas already have completed their AARP and no additional density is warranted.
- There are some areas where consultation is required and additional density may be required... Not Shaganappi.
- Not at all! City Hall is ruining our quiet community of shaganappi
- I can not believe the high density you are allowing! I used to live in a quiet neighbourhood
- Fix the LRT station at Westbrook Mall! If you must spend money on something, fix the empty field south of the library at westbrook mall. It is an eyesore that collects garbage & vagrants.
- This is a terrible plan. It is as if you haven't been here before. Not what area residents want at all!!!
- This is a terrible plan for people who actually live here now!
- Finish the area around Westbrook Transit Station. Open field is awful! Collects garbage and homeless camp out there... becoming an unsafe place. City needs to finish what they started there (area to south of library at westbrook mall)
- The concept of changing zoning just to allow larger building on smaller lots is only going to stress already tight roads and resources ie schools
- Growth is already happening in the community in the recently rezoned areas. Further development is not suitable for this community. The new high rises near transit are already stressing the resources of our community.
- There is too much around alexander ferg. School. I don't want more traffic around the school and community parks.
- Not opposed to urban density along corridors just not super close to schools.
- Our community already consulted and increased density. This proposed growth is unwelcome. This does not integrate into an established community. There are already areas zoned and being developed near transit. That is more than enough!
- Adding highrises to quiet upscale parts of family-oriented neighbourhoods is the antithesis of "good integration". It would only increase noise, crime, traffic – and decrease quality of life for existing residents, along with their property values. High density should be confined to already high traffic flow areas and where it won't negatively impact others.
- All of the discussion of redevelopment is with a view and goal to destroy what is a very good neighbourhood, this modern pad of high density is a form of policy [illegible] and does not reflect what people really want or need. It only pleases cold hearted bureaucrats.
- The westbrook LRT station needs development and parking areas
- Please do not destroy our lovely family predominately single family community.

- Our community is a small isolated hub, no cut through. Doubt any commercial entity would survive, many have tried & closed shop. The big box stores have taken over in price & product. Like it or not that's a fact.
- I do not support more density in Westgate!!
- I am grateful that you have consulted us. However, I think you are idealistic in your hope of overlaying a new design on an established community. The infrastructure is not in place to make it a good experience and those who chose this community for its current "feel" will be robbed of their reason for buying here.
- There needs to be a coherent look for all of this mixed development or else everything will look messy. 4 story next to detached next to semi-detached could look like a mess. Make it seem intentional please.
- The development of the corridors in these area would increase the safety and appeal of the areas. Areas corridors are very run down and need some upgrades. Need more local shops/ increase foot traffic like bridgeland.
- I believe the city has an agenda regarding older inner city communities due to cost regarding replacement of utilities – too bad! We have all paid taxes towards city coffers. I recommend the city of Calgary change new communities and leave smaller inner city communities alone.
- Doesn't do enough to address affordability and by the looks of it this plan will go forward and make things too expensive.
- Density& walkable, transit, & bike focused communities around Westbrook would be hugely beneficial! So long as residents are continually consulted & engaged in the process
- Westbrook area has had substantial increased density over past 20 years. At what point is it too much- existing residents are not being [illegible] or valued. Changes to zoning for multiple floor and multiple family dwellings is not fair or equitable to residents who have called this area home for many years. Spruce Cliff already has one of lowest % single family zoned [illegible]. Balance is needed. Existing traffic and parking issues need to be resolved. Increased homelessness & crime & security concerns are very problematic. Solve these first.
- We already have significant apartment complexes along Spruce Drive. Bungalows are being torn down and replaced with infills at an alarming rate- at what point is enough enough??
- Our community has grown tremendously. Many areas are already zoned for higher, but have not proceeded yet. At some point they will be developed and therefore there will be an even higher density created. The city needs to take a hard look at whats happening to Spruce Cliff
- Page 10 map shared cycle pedestrian pathway at edge of Bow Trail- poor- traffic noise would prevent pedestrians from hearing cyclists approaching.
- Housing types across Westbrook Communities – there is significantly more in Spruce Cliff. We have increased density by 74%; units since 2000 and higher zoning.
- How will [illegible] be defined? This is not same as Main Street Plan. How will city bylaw manage site conditions?
- There are numerous "investment" properties being left with no maintenance as the owners do not wish to invest any money into their upkeep, This is a true indication of what we can expect from the new builds – known to be of inferior quality.
- Please let quiet spaces remain quiet spaces.

- Densification should focus on areas that already have higher density and/ or high levels of activity
- Thanks for the opportunity to provide feedback.
- The age of our inner city has seen plenty of infill redevelopment, maintaining traffic flow is essential as we increase density.
- 37 St changes reduce traffic flow for a major corridor. Elimination of left turn lanes at 26 Ave. Widen boulevard with more parking restrictions seems to be contrary to longer terms density increases along 37th
- Similarly 29 St northbound onto 17 Ave reduce to one lane. Is this a corridor or a side street?
- ERU Rocks
- There is significant risk of over-development as noted above.
- It will work in some areas but cause disruption in others, and needs to be carefully considered. It seems the labelling of corridors is too widely applied, not differentiating along routes where substantially different conditions exist today.
- The direction outlined is well balanced.
- I know that the Shaganappi Golf Course is a bit of a sacred cow but I would prefer it to be a park. This would also allow for some additional development particularly along Bow Trail.
- I/ we in our household are not against development per se but it has to blend in with the existing duplexes, bungalow, etc. There has been new row housing on 28 Ave S.W. Before 27 ST (So 35th & 36th) that doesn't suit the area at all & it looks like the city planning dep't caved in to greedy developers wishes!!
- No way will it improve anything except tax revenue. Progress is necessary but I feel you are pushing it to happen, not letting it develop. The homes are getting narrower and you are encouraging more height. Goodbye sun in the backyard for evening enjoyment, where one house stood, now there are 4 or more – no parking and nowhere to plug in your EV on the street. Good luck. The country side will call us again.
- There is already:
  - No parking left on streets near them. A single car garage leaves 4 extra cars per lot
  - No green space or vegetation left on the lot as the developer uses the full space for build.
  - Permanent shade for existing landowners/ home owners and this is just with a fourplex
  - Increased traffic and resulting road hazards to pedestrians.
- Allowing for the construction of 4+ storey buildings on 27th Street S.W. will extremely negatively impact the lives of current residents. Why is Westbrook becoming the City of Calgary's sacrificial lamb in the endless pursuit of density? Why is the city not doing this in Elbow Park, Mount Royal, etc. 26th Street is not a 4 lane road.
- This plan shows no meaningful way in which it "integrates" with the communities. This is a map of where the city will be collecting more property tax.
- It is 100% unrealistic to suggest people who live in 4+ story areas will not own cars. There is no mention of affordable housing along transit areas which would help people who need it save on rising car ownership costs. Previous increase in housing density has not reduced traffic and emissions although we have excellent transit access.



- There is no guarantee these will be condos and not rentals. You are not helping your citizens achieve financial security which would allow them the resources to spend money in all these “cafes” you dream of. How about you plan development with winter in mind and sell me bike use plans which are practical.
- I do not think your ideas of people walking and biking is based in reality. It sounds wonderful but in our winters the cars are going to be used and used often.
- Seems fairly general, not many specifics.
- i.e. what uses to add to parks, what makes the communities unique?
- See above. There needs to be much more thought and discussion before any local area plan is approved.
- Too much density already in these neighborhoods.
- I agree with all points in the “direction”. Some additional thoughts:
- Any development outside of the marked areas of the map should be allowed 3- storey developments. But these developments should not be larger than 1 or 2 double lots. Go taller but not larger inside the communities. Also, get rid of pedestrian crossing buttons at signalled intersections
- No front driveways. No curb cuts along main corridors. No sidewalk-facing parking lots!
- Permit/ encourage laneway housing.
- Do not reconfigure roads to make them pedestrian barriers (a.k.a. 33rd St between Bow Tr and 17th and all of 37 ST. Too Wide).
- Like a strange contradiction of living solutions and are flat will surely upset the current home owners in this area.
- Perhaps some changes make sense but certainly not all that is proposed in the LAP. Richmond Road west of 39 Street has a new Fiveplex that clogs the traffic as the garages are too small for a mother to load her child into a vehicle
- Multifamily Developments will put to much strain on the parking and traffic flow in and out of Richmond Park.
- Allowing for more multifamily development and pedestrian/ bicycle focused communities is a great way in integrate the city and bring communities together.
- Growth is steadily happening in this area, but long time community members are moving out due to high costs. How do we continue to keep costs of living affordable in our community? High costs lowers diversity in our community.
- Ideas-
  - Invest in vegetation/ forest restoration in Edworthy dog park
  - Include some commercial/ convenience services @ 45th St. station (ie. Community Pub)
  - More trees & walking paths – clean up walking paths in neighborhood
- As a native Calgarian, it makes me so sad to the City seems solely focused on destroying the character of inner city neighborhoods with high densification just for the purpose of improving their tax base.
- Having been involved in dealing with the city on development issues, my observation is that they pay little or no attention to community input. My history tells me that the city has already decided what they will do are simply checking the appropriate boxes.
- Mostly agree except I would add 3 areas to the areas for 4+ storey development.
- A block on the NE corner of Bow Tr. And 37 St should have high rises because there are nearby high rises, close to shopping & LRT

- All the blocks between Bow Tr & 17 ave between 26 and 33rd streets because of nearby transit hubs and shopping
- A couple blocks in extreme SE corner near Crowchild Tr. Because this area is close to major transportation routes and Marda Loop shopping.
- People are attracted to these areas because of the old houses, mature trees and quiet neighbourhoods. You are changing it all.
- Bugger & denser is not necessarily better.
- Nor inevitable!
- As long as the outlined proposals are adhered to, and promises are not broken. Gentrification must not occur. Our communities are for everyone. Not just the wealthy.
- Large 4+ storey buildings would destroy my community. I live in a quiet, residential area and not an urban area on purpose.
- I think it would encourage over population and also encourage growth on too large of a scale.
- No, not in the areas mentioned above. Such high density housing would cause severe distress in our community as outlined below:
  - Increased vehicle traffic
  - Increased pedestrian traffic
  - Increased vehicle traffic accidents
  - Increased pedestrian-vehicle traffic accidents
  - Increased children-vehicle traffic accidents
  - Increased noise levels leading to increased psychological stress.
  - Increased crime
  - Decrease in community safety
  - Decrease in community well-being
  - Decrease in property values
  - Decrease in open spaces leading to increased psychological stress.
- We pay high taxes so we can enjoy living in low density, low stress, low-crime areas. We do not want to give up our lifestyle so the City and some developers can make profits off our backs. We want the areas mentioned above to remain R1 zoning.
- We, the following residents, are opposed to rezoning our community in the areas mentioned above. Please see the name and signature list below:
  - Thank you for your kind attention to this matter
  - Remaining yours sincerely,
  - [Removed]
  - Via Canada Post Registered Mail
  - Carbon Copy:
  - Councillor, Ward 6, Richard Pootmans
  - Via e-mail: [removed]
- Absolutely not!!! Wildwood is compromised of single family homes and greenspaces not high density housing along green space corridors.
- The outline shown does not create space – it will congest the areas. New open spaces need to be created when such high density is added
- I think some area are going to get congested even more so and will cause safety concerns around the schools and parks. I fully support moderate to large-scale development in and around the c-train stations however I am not in favour of it around wildwood & spruce cliff which has larger density already.

- I find there are too many corridors. Why so many? Need to be mindful of existing residences and blocking of sunlight. Also need to be mindful of parking. We don't want to be in a situation like Marda Loop (i.e. 34 Ave SW). I'm not against densification, but it needs to fit into the existing community fabric and complement it.
- I think this is a development plan for a Calgary I do not want to live in.
- At the heart of the matter is the issue of why people choose to live in traditional residential communities. They love their own yards and gardens – their own spaces. They enjoy the relative calm and quiet and privacy of such areas. They appreciate less traffic, so that walking, cycling, and playing are less hazardous. That's why I think bigger, higher developments need to be restricted to the perimeters of residential communities.
- I have been living in this community for 20 years and understand the need to further develop for growth, but it has come at the expense of the existing community. The increased housing (3 plexes, 4 plexes, [illegible]!) adds an unacceptable amount of additional traffic and parking on our streets. The single car garages do not work and increases street parking. This creates blind spots and is unsafe. People are not leveraging transit. It only increase vehicle density. It is unsafe!
- 4 + storey buildings aren't needed in the little community of Killarney. That map you are proposing is going to flood our community. Parking will be an issue. Too much traffic.
- It is early and more work and engagement are required. Development and growth are a good thing – but increases in density and substantive changes to zoning should not come at the expense of people who bought home in neighborhoods with the expectation that they were moving to a quiet, low-density area with a stable zoning environment. There are lots of undeveloped or underdeveloped land in the Westbrook area – lets develop and encourage development on those lands first – before we rezone (and potentially destroy) the core of the neighborhoods.
- As note previously, piecemeal re-zoning is occurring throughout this area – and medium and higher density zoning is “leaking” into neighborhoods – farther and farther from the corridors and transit areas. It is not appropriate and a Local Plan is an important document that should define the limits of zoning. This plan needs to be more explicate about re-zoning. It needs to be completed before all the single family homes and duplexes are re-zoned for townhouses and medium density.
- Thank you for the opportunity to comment, I look forward to the next ophase phase and a refined/ updated plan.
- [removed]
- Please avoid development around our limited park spaces. For me, this does not mean increasing density around a park it means protecting some quiet soaces. Please develop a meaningful engagement where you listen to citizens.
- Some good steps, but I don't think there is enough attention to the particularities of each spot.
- Be very clear in what the definition of community is. Each type or portion of a community will attract different people/ families. Study the economic geography of points within an area ~ different needs will be apparent.
- I think that traffic will be an issue as we all know getting around Calgary using transit is tough. 2009 stats survey show Albertans own 1.87 cars per person. Even those who own condos often have more than 1 car. [removed]
- Why do you have to make our community more densely populated? Everyone I talked to opposes this. I hope you listen.

- I think it is too dense – lower density such as townhouses would be more appropriate than 4+ storey buildings. The density in Scarboro – will already be higher with the development currently under construction by Brookfield – along Bow Trail. An (pedestrian) overpass the train station on 26th & Bow Trail would have to be built to accommodate the higher use.
- Most, if not all of the communities on the map are primarily residential. I would keep high density housing to the main roads around these communities.
- I am very disappointed in your map and most of your ideas. I know your jealous of our green areas and parks and want more tax dollars. But it is not fair or just! We the residents bought in here because of the setup. And paid taxes for many years how would you like it if someone wanted to put up a 4 storey building by your house?
- The issues of the “homeless” plus safety issues on or near LRT or other transit need to be addressed before any development of any kind is encouraged. Many people no longer feel safe using “transit” or being near their hubs. I.e. Nichols family library in Westbrook LRT station, I can only access while dealing with the “sick, sleeping, or crime thinking people who are waiting for their next victim. The worst place to have a library or more housing
- For the community of Glenbrook this does not integrate at all, It’s a hostile takeover. It’s horrible. There are plenty of areas on the map which are presently grey in color. Continue development there, perhaps even along the perimeter of our community (Glenbrook) but coming inside with 4+ storey buildings will destroy our community. Please don’t do that.
- It may well serve the human communities but I believe there will be a negative impact on the wildlife and birdlife in the area especially as we continue to expand into their natural habitat and removal of trees & natural vegetation. The area around Wildwood/ Edworthy park has unique species that will be lost with the extent of development planned in the area.
- Concerned about lack of community feel
- Why do the rich neighbourhoods get nice playgrounds when rich people’s kids are in signed up activities. Make sure the poor neighbourhoods have good playgrounds, workout equipment & libraries.
- Your basic premise is wrong. Higher density in most of these areas will have negative effects for all residents. The few benefits are short lived and largely go to the property speculators. The aftermath for all residents is reduced safety/ lifestyle. The extra tax revenues will be more than eaten by the excessive demands the density perpetuates.
- Calgary is built on grassland, take some of that cattle grazing land, and build more houses for the city folks, we have lots of land – in all directions, there is no need to – pack’em & stack’em that’s an ‘eastern Thing’
- If and when individual automobiles are no longer the norm, then the population density could be increased by converting the then used garages into living space.

### Verbatim Input Received From Project Email:

Please note personal identifying information has been removed.

cleaned up text

Received in mail today Westbrook Communities Local Area Planning. We live in Glendale Meadows and we DONT want any of this focus on are are - 4 storey building, coffee shops, daycares - what else do they have in mind and why is it necessary for the City to even think of spending \$\$\$ on a brochure to homeowners to tell us THEIR idea. Who is behind this and what is there goal. Brochure gets a F grade. Maybe the City should focus on a new fence north side of Optimist Park that is broken, falling down and then clean up the leaves - maybe 3 years worth now at the end of our street, and fixing the road where the roots have upheaved. If Mayor Gondek thinks mental health is a serious problem perhaps she should condider what effect it has on seniors and homeowners of 40+ years mailing out generalized dribble contained in this brochure.

"Interesting that in Maple Ridge area [removed] received a similiar book for that area.

This sounds like a end run area by area for the previous vision in a book for the entire City of Calgary, that was overwhelming defeated.

Interesting too, that you did not specifically address the concerns in my email, instead invite me to a meeting (how many were there last night?) for a 45 minute dialouge, thanks, but no thanks.

I had asked to be contacted by phone, and had to input my email address, and you have chosen that method.

What I would like to know, who instigated this effort? Why wasn't this mentioned in the election, just 5 short months ago? Why is there no mention of this in the recent Ward 6 newsletter, sent to my email yesterday.

I did complete the on-line questionnaire this morning,

Bottom line - this is a R1 area, this is why we bought here, this is why we live here. Who's vision is this? Makes sense to who?

Strongly opposed!

[removed]"

"I can only comment on the Wildwood portion. Spruce Drive is essentially a utility corridor with a high tension powerline on the south side and a gas pipeline on the north. Without incurring incredible costs it seems that trying to put 4 story apartments makes little sense. In 1993 [removed] ""An Impact Study of the Proposed Shaganappi Trail Extension through Edworthy Park"". It was noted at the time by city staff that it was the most unbiased document that they had received. The same cannot be said for the mail-out from the city which is more pie in the sky marketing than stating pros and cons. Even the map in the document shows all north-south streets intersecting with Bow Trail which in reality is not the case. The only access to Bow Trail is 33rd, 37th and 45th Streets. I am not against marketing a concept but a touch of realism is important. Many in the neighbourhood have had terrible dealings with city staff. The impression

of community input is that the city staff have already made up their mind as to what they will do and are simply having community meetings to check off a box that says they have had them. I would appreciate any feedback that you may have. [removed]

"

Recently received the Community Redevelopment pamphlet in the mail and it gives very little information on when & where community engagement sessions are...? I later found out that this is being done through an online session on Mar 10th & 29th. And was unable to register for the Mar 10th session. It's almost like the city doesn't want to engage with the community and sweep this change under the rug as quickly as possible.... My entire community is outraged with the lack of information being circulated and not having in person community information sessions to discuss this at an ideal location, such as the Glendale Community Centre. We are 100% against this "redevelopment" to introduce low income housing in our neighborhood. Please provide Councilors Richard Pootmans office phone number to contact and advise when the city is planning to provide adequate notice and in-person communication on this matter at our local community centre.

"Hi Richard, my name is [removed]. Recently one of my neighbors provided an update regarding the rezoning plans for Glendale and Westgate area. I do believe highly in changing densities as the city grows however much of Gladys Ridge does not believe it should be as extensive as the Cities plan show.

For example the park area's are one such area that would be zoned for moderate to large scale development. This does not make sense as it's the park areas that make our neighborhood. Main road ways (along 17 ave or 36 ST) and around C-train stations this totally makes sense but not where our parks and cul de sacs exist.

Anyhow I am voicing my concern and ask if you can support our resistance to this proposal. Currently there are >30 residents of Gladys Ridge that are going to be canvassing the entire neighborhood to get the message out. In addition we are investigating other options to prevent re-zoning, this may include legal measures.

Thank you for your time.

[removed]"

[Removed] I have found Richard to be a fair man from earlier dealings with the Glendale Community Association. We voted for Richard and congratulate him on his re-election. I would like to talk to Richard about the City's Westbrook Community Redevelopment plans for encouraging 4+ storey buildings on the Glendale Gully and other parks in the area. The Westbrook plans label our area as "Community Focus" but not "Existing Land Use". How can the City ignore residences that have existed and paid taxes for 67 years? Is my house not an "Existing Land Use"? Our current zoning is R-C1 and I would like it to stay that way. I look forward to talking to Richard at his earliest convenience. Thank you. [removed]

"Good morning,

As a resident of Shaganappi I believe development along 17th Avenue should and must be done properly to ensure that our community does not transform into an ultra high density one. I do not support plans to have large scale growth of 4 stories or above.

Large scale growth density will result in unacceptable auto / human traffic, noise and blockage of natural sunlight.

[removed]"

Richard - [removed] - I live in the Glendale community. I'm starting to engage with the Westbrook Communities LAP. I see the proposed densities for the community around the parks and many "main" roads, and I'm stunned by what is proposed in terms of density and redevelopment. Where do you stand on this? I think the proposed tearing down of the best housing stock along the parks in my community, and replacing it with 4+ storey apartment would be the largest issue in the next civic election for me, and suspect my neighbours would feel the same way. I could buy into some densification along the main arteries, but not the multitude of minor roads plus parks as proposed. I'd be interested in where you stand on this issue - and I'd prefer a direct answer if you would be so kind. Cheers and thanks, [removed]

Ms Walcott/Mr Pootmans, I received the subject mailout and frankly had to let myself calm down before reaching out to start a discussion on understanding the rationale behind the starting point for the community engagement. A couple of years ago I attended an open house at the Westbrook Library asking for community input, none of the proposed high density development was on the table. In fact the people I interacted with were trying to work with the city to manage development with buffer areas, etc. I live in Glenbrook and the planning proposal looks like it drew a line around every park and every through street to designate it as a high density 4+ story development. As Glenbrook is primarily low density housing this is a drastic change with no thought for buffer zones or graduations between housing types. The area we are in has large condo developments, duplexes and single family dwellings; a good mix. The existing neighbourhood infrastructure could not sustain high density developments. And the ability to know your neighbours in a community manner would be lost. I have four requests: that you advise if the plan/vision for Glenbrook is to replace the current low density housing with high density, that you advise if this decision has already been made and now we are going through the motions to say that there was community consultation, whether you are in agreement with the shift to high density and three that you personally have community open houses to get first hand input from your constituents rather than indirect input from city planning and the developer lobby. Thanks very much [removed]

"Project Team, I received the draft/proposed vision for Glenbrook in the Westbrook Community Plan. I have been a resident of Glenbrook for [removed] and had hoped to spend another 20 plus years in this neighbourhood. We bought here because it was a mature area that had a very low threat of increased development (other than infills, which I don't take issue with), has multiple green spaces and schools and is within walking distance to multiple amenities. The draft/proposed plan puts in question for me whether the current lifestyle that the community enjoys will be maintained. A few comments and a few questions:

- it appears that almost every through street and green space in Glenbrook has been highlighted for potential 4+ story development, this is not the case for other communities in the Westbrook Plan
- the projected population growth in Glenbrook on the City of Calgary website is almost 30% which is much higher than the other communities in the Westbrook plan (and odd considering that this is a mature area with the land fully developed)
- as a current Glenbrook resident I look at the core values of the redevelopment plan and that the plan is not consistent with the values: there already is diverse housing types, safety will be reduced with increased population density/traffic (won't see any kids walking to school or parks, green spaces will be less safe due to higher population density and will have less sun/openness and the tree canopy reduced, there already is an extremely diverse selection of business and commercial entities, GHG and traffic noise will be increased due to increased population and traffic, the character of the community will be eliminated.
- there is no benefit to me unless I am selling my house to a developer to support this plan.

#### Questions:

- why was Glenbrook selected to have the highest increase in population growth in the Westbrook plan?
- has the city already been approached with a proposal(s) for high density development that has been incorporated into the plan?
- does 4+ story development include high rise buildings like those that are across from the Westbrook LRT? And why doesn't the plan differentiate between lowrise and highrise development?

Thanks very much for considering this input and I look forward to receiving a response. (I am attending one of the input sessions but expect that with only an hour call and all of Westbrook to cover, not all questions will be answered)

[removed]"

"Thanks Peter, for the quick response

I appreciate that this is still in the discussion phase, but nevertheless the fact that we are even talking about a transformation this radical is (to me) a bit shocking and scary, as it means it's under consideration, and that some folks think this is a great idea. I see the advocacy for the proposal seeping into the language of the material: ""high quality"" development - do we ever propose low quality development? vibrant, etc. And 4+ sounds like it has a minimum number of storeys, but no maximum, so I can see the endless battles between developers wanted more density for greater profit and their staff (who are being paid to battle) and residents (who are doing it after work).



I'll dial in to a session next week to improve my knowledge, but I currently live in a good house, with great neighbours, and in a great neighbourhood, and the draft vision would require that to be demolished to create something different. I could get onside with the earlier visions for higher density on 17th ave and 37th street, but surrounding lesser roads and our parks with high density would be a number one election issue for me and worth fighting against

Cheers,

[removed]"

"Thanks Peter, for the useful clarifications.

My understanding is that a successful developer and investor will choose to maximize economic returns (an understandable profit motive), and that the planning leeway to add more units (through a combination of height and lot coverage) to a given piece of property is generally the way to maximize economic returns. Once the first tall building goes in, the bungalow owner next door gets overshadowed and loses their back-yard privacy, and sells out, and then that property is worth more to a developer than it is to someone who wants a single family home, so the dominos start to fall.

Could you kindly help me on a couple of technical question:

Can you tell me what the proposed housing density would be for the areas in Glendale that are not on a park or on feeder roads? Is it a higher density than the current RC1 zoning?

Also, can you tell me what the proposed maximum building height would be for the areas in Glendale that are not on a park or on feeder roads? Is it a higher density than the current RC1 zoning?

Thanks for indulging a worried resident.

Cheers,

[removed]"

"Good Morning,

We have received the City brochure looking for feedback on the Westbrook Communities LAP and we wish to provide the following feedback.

The map highlights proposed density on the south end of the Shaganappi Park, on 14th Avenue between 24th and 25A Streets. [removed]. We provide two comments for your consideration:

1. The area is one short block wide and we just went through the exercise of density consideration as part of the Main Streets program. Through that recent process, we agreed to incremental density on the 17th Avenue side (south) of the block.
2. The 14 Avenue side of these blocks are high value homes (more than \$1 million market value each). The economics of amassing consolidated properties on this avenue in order to develop makes any attempt to increase density completely unrealistic. These are beautiful homes that make sense from both a community planning and economic standpoint to remain as is. It is the 17th Avenue side of this block that has true development potential and we suggestion you move the highlights on the map to that avenue to reflect the density just agreed to in Main Streets.

We are happy to discuss if you wish.

Thank you, [removed]"

"Hello. Thank you for the opportunity to join the discussion tomorrow. I am unclear if I will be able to ask questions or if it is just Richard who will ask questions.

If the latter, please ask Richard to ask David Duckworth why the City wants to put 4+ storey residential and commercial buildings lining all the parks and open spaces in Glendale/Glendale Meadows as part of Westbrook Communities Local Area Planning, effectively destroying a solid R1 neighbourhood that has existed for over 60 years? I understand added density in the inner city is required but believe this can be adequately accommodated around LRT stations and along 17th Ave, where redevelopment is more appropriate. The City should be aware that redevelopment of lands abutting parks and open spaces in this neighbourhood is strongly opposed by local residents.

Thank you.

[removed]"

"Hi Richard,

So happy you're back. I am very concerned about the Westbrook area planning project. [removed] The City is proposing high-rise apartment buildings along spruce Drive. Hi density living. Is this just stage 1, and can the communities effected have a say?

I have read most of what is on this site. Is there proposed maps anywhere? [screenshot of portal page] Would this be something you could add to your news letter. My apologies if you have already done this, I moved [removed], and just signed up to your Ward News.

[removed]"

"Thanks so much Peter for the very quick response! Here are a few expanded comments. I have cc'd the Glenbrook CA as they are quite interested in having further contact with the project team.

- for the most part I don't see any part of Glenbrook as being appropriate for 4+ storey development. The rationale is the impact on the community identity and culture, reduced safety and access to green spaces, the area already has diverse services and businesses and the road infrastructure does not support the increased population. Having a vision that has the potential to change the community from one which isn't even zoned for infills to one which allows 4+ storey development is just a bit too drastic.

- that being said 3/4 storey and less may be appropriate in some of the highlighted focus areas providing it is selective and the adequate consideration is given to managing traffic, parking and overall densification.

- I stand corrected 😊 on Glenbrook green spaces being singled out. We may just have more so there appears to be more circles in our community than others. Turtle Hill is only an obvious example of inappropriate 4+ story development, the other green space circles are just as inappropriate and should not hold any less priority.

- a particular area of 'concern' for future large scale development is the area accessed by Glenbrook Place. It is currently zoned for business, but I fear that the current businesses could be displaced by 26 storey residential towers. Wonderful mountain view and access to commuter corridors as a selling point for the developers, but a substantial loss of quality of life and property value for the current SW corner of Glenbrook residents.

- I found the population info here (<https://engage.calgary.ca/westbrook>). If you click on the Community Profiles it goes to the census and population projection data. The approximate neighbourhood increases are as follows:

Rosscarock      425%      probably due to do with high rise development round the 45 st c-train station and on 17 ave

Shaganappi.      240%      probably due to do with high rise development round the Shaganappi c-train station and northeast off Bow Trail

Killarney Shaganappi station	29%	probably impacted by development around the
Glenbrook	28%	?????
Glendale	23%	comparable neighbourhood is lower
Spruce Cliff	20%	comparable neighbourhood is lower
Wildwood	11%	comparable neighbourhood is lower
Westgaste	10%	would have expected Westgate to be much higher than Glenbrook due to the shopping centre, existing development types and c-train stations

Once again I appreciate your response back to me, however in talking to my neighbours and reading through the engagement material myself I have observed that everyone sees the title Westbrook and does not think it applies to Glenbrook so they haven't read it!!! As well, the idea to densify our area significantly and using more access for more people as the starting point seems a bit drastic and feels that we are being led to the desired answer in a rather non-transparent way. The current Glenbrook residents I have talked to put a lot of faith in the current zoning and are relying on it not to change, however as per the engagement materials if the Vision is to densify it makes the decision for any rezoning by Council more of a rubber stamp exercise.

[removed]"

"Hello. I went on the discussion session today hoping to get an answer to my question but it was not asked by Richard. Instead I got a note to contact clward6@calgary.ca about a separate City Planning and Development session. When I spoke with Ralph Smith earlier last week, he said Richard would call me in a week. He also said I would get a call from the planning department in a week. I've not heard from anybody so I was hoping to talk about it today but that didn't happen. I would appreciate a call from Richard on my cell [removed]. I would also appreciate being kept informed of how to participate in this next session.

Thank you.

[removed]"

"Hi Ralph,

Thank you for your reply.

I hope the councillor's staff have been sitting in on the engagement sessions. The opposition to the LAP from Glendale residents has been, I'm sure to the dread of the moderators, overwhelming. Nearly all of the participants on the last 3 calls have been from Glendale. Many

participants voiced their concern that the city was railroading communities and there was no assurance of accountability. Lack of trust was cited a number of times.

Many of the residents, as I'm sure you are aware, have moved from the higher density areas of Marda Loop, Killarney, and Altadore purely to avoid the high density, high traffic, high turnover neighborhoods. [removed] to raise our family in an area where our kids can play outside safely, they can walk to school, and community involvement and friendships are a part of every day life. One of our first questions when looking for a home in Glendale was to confirm it was zoned R-1.

I hope Mr. Pootmans and his office can be counted on to represent Glendale residents.

[removed]"

Mr. Pootmans, As a resident in your constituency I would like to know your position on the Westbrook Communities LAP. As I have been attending the "engagement" sessions, it has been quite clear that the moderators are not interested in feedback from Glendale residents. (Although they continually tell us our "questions are great" they don't address any of our concerns). I know many in Glendale would relish an opportunity to discuss this matter directly with you. Sincerely, [removed]

"[removed] First of all, I would like to point out that I have now cc'd [removed], our Councillor (Courtney Walcott), and the Glamorgan Community Association. It felt very disingenuous that you would be reaching out to our Board with regard to feedback on a massive planning exercise just days before the public input closes. It definitely feels like you are trying to check off a box in your engagement process, especially when I reached out to the Glamorgan Community Association last night only to find out that you haven't even bothered to include them at all... If this was intended to be genuine engagement with the surrounding communities, I daresay that an effort should have been made to connect with us at least as early as this latest round of public engagement.

When discussions around the Developed Areas Guidebook turned to the possibility of a district forum planning model, there was SIGNIFICANT opposition to outside groups, communities, etc having a say over what type of development was to be proposed within a local neighbourhood/community. I appreciate that you indicate the 9 communities within this LAP have been carefully engaged with regards to this project. I also appreciate that the communities within the LAP should have a significant voice in the process. That being said, I have also heard that 3 communities demanded that the proposed density be removed from around their parks and green spaces, yet they were ignored.

Where am I going with this? There are definite concerns with some of what is being proposed in the Westbrook LAP if we are to receive similar treatment when the time comes for our own LAP. Should we have a say over what other communities choose for their planning model? Probably not. Does this planning model represent what the communities want in terms of their future development? I don't know. Are there lessons to be learned here? Most definitely. Are

you really interested in learning from what has gone on? This late engagement makes me wonder... Will what we say have any impact or is it just that you are looking to check off a box on your engagement list? I guess that remains to be seen...

[removed]

"

"Regarding community feedback, Councilor Pootsmans is missing out on a lot of opinions. The booklet that the City sent out was either missed by many Wildwood residents or not delivered to a lot of them. Also, I registered for a virtual meeting and wasn't able to get into it. I'm still trying to figure out why Teams didn't work for me. Why isn't the City doing some in person meetings now that Covid restrictions are over?

[removed]"

"Thank you, Ralph. I'd like to make some points so that the Westbrook Planning Department and Councillor Pootsmans has my feedback:

1. Communication with residents on this project has been very poor. The Planning team seems to be rushing to a conclusion without effective consultation with residents. One of the planners actually told a Wildwood resident during an online meeting that if he doesn't like it, then move. I would like the name of the planner who said this so that I can pass this information along to our Councillor and the mayor.
2. I've lived in Wildwood since 1988. During those 34 years I've paid a high premium in property taxes for the benefits that living in an R1 community that is 10 minutes to downtown. Not only have I paid much higher property taxes, I also have a house that is less than half the size and at least twice as old as homes in communities further out. I've spent a small fortune renovating my little home - [removed]. All of these things were my choice. And I was happy to make those choices because I live in an R1 community close to downtown AND because I was going to live here for another 20 years. Now you are telling me that my home, [removed] will no longer be zoned R1?? That is NOT acceptable to me. And it's not acceptable to anyone in the neighborhood that I've spoken to.
3. I want specific answers regarding how the City/developers would manage to even build large developments on Spruce Drive. Will they bulldoze the mature Spruce trees all along the north side/green space where hundreds of people walk their dogs and go jogging and enjoy lovely walks with friends? If one of your goals is for people to have more access to green space, destroying all of this green space goes against your goals. Plus, that green space doesn't have the depth to build 4 plus storey buildings. So would they usurp properties like mine that are on the other side of those trees? Would I get a letter someday saying ""Sorry you gotta go"" ? Or will the City just quietly rezone so that my only option is to sell to a developer? My retirement is based on the value of my home! And I'm sure a developer is not going to be paying the same price as a family who would like to enjoy the benefits of our quiet little community. Is the City going to pay me an equalization payment so that I don't lose on this plan that I have absolutely no choice in??

I look forward to a response from. Councillor Pootsmans and Westbrook Planning.

[removed]"

Dear Richard. I'm very upset about the City of Calgary's plans regarding building 4 plus storey buildings along Spruce Drive in Wildwood. [removed]. Are you in agreement with this plan? Please don't give me a political answer. And I know it's not decided yet. I need to know if you believe that it's a good idea to develop multifamily living along Spruce Drive. Thank you in advance for your answer. [removed]

"To Whom It May Concern,

The Westbrook Communities Local Area Planning Project has the potential to drastically shape the lives, both positively and negatively, of residents that reside in Ward 6 and Ward 8. It would be nice to see representation and engagement from both Richard Pootmans and Courtney Walcott on this issue as they will ultimately have the deciding vote on the proposal. I would like to know if either of these elected officials have attended a public forum regarding the Project and if they intend to attend future meetings on this issue. Please let me know.

[removed]"

"Peter

I attended the virtual meeting last night and there are several points that stuck with me. There were several questions regarding schools on 45th street that questioned the impact of increased traffic on safety of students walking to school that were not answered. Given that there was a near-miss recently on Spruce Drive at Wildwood School in which a mother and her daughter were almost hit by a vehicle, this is fresh in mind for Wildwood residents. Their dog was not so lucky and the driver didn't stop. Students safety should be a priority. The issue of student safety was avoided in any answer.

A point that you raised, which was disturbing, was that planners at the city can approve anything regardless of what is in the LAP if they felt that it was necessary for the development of the community. This begs the question of why are we going through the process of developing a community plan if City Planning can override it at any point in time. On the basis of this remark, I feel obliged to cc our Councillor on this email.

The last point that I will make is that the Westbrook Community Plan is not a closed system but is rather an open system that is impacted by what goes on in adjacent communities. As an example, Spruce Drive is a thoroughfare for cyclists from neighbourhoods to the west of Wildwood. Another example, Edworthy Park is a destination for many residents of Calgary that do not live in close proximity. Back in the 1990's the city Parks and Rec. determined that persons from 22 communities within the city utilized Edworthy Park. That number has undoubtedly increased since that point in time."

"Greetings,

I am writing to share my feedback and express concerns over the proposed Westbrook plan document. I am writing on behalf of [removed] and myself, as well as numerous concerned neighbours. Some of the Wildwood neighborhood received your document in the mail, while many did not. What you are proposing affects the entire neighborhood, so it is disappointing that your engagement did not include the full set of stakeholders and residents.

The two biggest areas of concern are your proposed corridor development, as well as your park/open spaces areas for development. Specifically, I have concerns about medium or large scale development along Spruce Drive, 45th street SW North of Bow Trail, 5th Avenue SW and Wedgewood drive.

#### School safety

Spruce Drive, 45th street, and 5th Avenue encircle Wildwood school, and coincide with your proposed areas for development. These streets are already incredibly busy and dangerous, particularly when school is starting and ending. Increasing the population density in these areas drive high concern for the sustainability of the school, the safety of our children, and the green space that the school relies on for physical activity for the children. In addition to ways the school uses the green space, this is an area used frequently by neighbours and families for informal play, coordinated activities and sports, and community building. This is a highly leveraged green space - already used by multiple generations, a diverse population and ultimately leads to enhanced quality of living and connectedness.

#### Urban Tree Density

There is important information cited on the City of Calgary website around urban forestry, and a strategy to increase our current tree canopy coverage from 8.25% to 16%. I also agree with the points made around climate change resiliency, and that urban trees are important for quality of life, for a variety of reasons like environmental, connectedness benefits and wellness. Urban trees also help with water management, and enhanced biodiversity in the area. We already have many mature trees in Wildwood- which allows us to realize the cited benefits, and one of the prime reasons we were attracted to the neighborhood. Developing areas like Spruce Drive or the green space by the school would significantly minimize our existing urban forestry, see the loss of many mature trees, and reduction in the benefits listed, never mind contradict the city of Calgary's strategy to increase tree canopy coverage.

#### Traffic, Citizen Safety and Crime

Further densifying Wildwood has a number of risks associated with traffic, citizen safety and crime. There are only three entrances in to the community, and further densifying the neighborhood will lead to increased traffic concerns, speed safety considerations and congestion on roads which cannot support much more.

Multi-family residents and large scale developments can increase the rental properties, which can lead to a more transient population. Without broad brushing all landlord/tenant relationships, I am concerned that will see a decrease in community pride, spirit and collective ownership of this great space we call home. I am also concerned with an increase in crime which other similar inner-city neighborhoods which have gone through redevelopment are experiencing.



## Community zoning and quality of life

This neighborhood began its development in the 1950's, and has thrived over the years due to community spirit and pride for our quiet, residential neighborhood. Today, this is a highly sought after neighborhood- as seen by recent real estate activity and how quickly available homes are purchased. Real estate listings boast Wildwood as a prime district in Calgary, as an opportunity to enjoy quiet, residential, family-friendly living with ample green space. Those who recently purchased in the neighborhood [removed] were attracted to the R1 zoning and chance to live in a quiet community largely comprised of single-family dwellings. We accepted additional cost for the opportunity to live in Wildwood as it exists today.

I sincerely hope you are considering feedback and the concerns that you are hearing, particularly if you hope for a truly collaborative engagement process.

Please do not hesitate to reach out if you would like to discuss.

[removed]"

"Hello, After reviewing the proposal regarding the Westbrook Planning Project, I have some very strong concerns about the spaces they are proposing for redevelopment. [removed]and we accept the older homes and high property tax for the benefit of green spaces, trees and openness of our community. The proposed development along Spruce Drive would be devastating to this community...I watch dozens of people every day walk by my home as they walk the 'Wildwood loop'. To turn this community into a cookie cutter high density area would have long reaching effects on the residents who have chosen to commit to an older neighbourhood with trees and green spaces and to lose that would be devastating. I am hopeful that during discussions and debate on the Westbrook Community Planning Proposals you are able to empathize with the residents of the communities affected and ensure that there is transparency in the information provided, which seems lacking at this time. When I spoke with you at my door during your election campaign, you were very appreciative of our gem of a neighbourhood and I would hope that the communities east of Sarcee Trail are still as important to you now as you assured me they were to you then.

"

"Hi there,

I am a resident of Wildwood and have been reading and speaking with my neighbours about this new development plan. I have to say that I am both shocked and somewhat appalled by the plan and how it wants to do away with so many of our wonderful green spaces (along Spruce Drive and the park by the school) in order to make this a high density area.

I would like to register my disapproval for most of the plan, especially any rezoning/densifying of our neighbourhood and doing away with green spaces, which will also increase traffic and reduce the quality of life for us in our community (I regularly use all of the green spaces here) . In this day and age, where environment is supposed to be the priority, it is really shocking that developers could be given the green light to disrupt and destroy our community here in Wildwood. It is honestly keeping me and my family up at night as we start to think about where we should move, should this plan come to fruition.

So disappointed by our city planners here and the way that these plans can be pushed onto the residents of our community, so long after this community has been established.

[removed]"

Dear Mr Pootman, I moved into Wildwood [removed]. I love Wildwood because of the green spaces, Spruce trees, and low crime, plus many other reasons. Spruce Drive has always been a protected, beautiful, and much enjoyed green space for families. Everyday people walk their dogs on Spruce Dr, socialize in the green spaces, kids play in the green spaces, and it is an integrated, stunning part of our community. I have just become aware that the city is proposing to build 4 story multi-unit buildings on this space and me, and the entire community is very opposed to this in the R1 neighborhood due to losing protected green space, a shift in the R1 building code, lack of parking, the streets are already full with traffic going way too fast on Spruce Dr, increase garbage and crime. We would like your representation and voice to be heard in this matter. We would like you to join the community board discussions to understand what we value and what we want to protect. We would like your representation and we would like you to understand that Wildwood, and its protected green space, is and has always been a key to this amazing community. Please help us. Thank you for your help. [removed]

"To Ward 6 Richard Pootmans

We paid a significant premium in terms of housing prices – and particularly property taxes - to live in this community; primarily for the reason that there are green spaces/mature trees and the feeling of community. Residents that have been here upgrading their homes and yards for over 60 years. They have long since paid for these green spaces and city infrastructure. We remain for one particular reason - quality of life. That must mean something! City planners need reminding we pay some of the highest property taxes in the city for the services that cost the city the least to provide.

I cannot see how increasing the population within our community will do anything but reduce this quality of life for the people who paid for it. There was a point within the last 10yrs that all the schools within Westbrook and Wildwood were “bursting at the seams”. How are our schools going to house more bodies?

Our opposition to this is not about not about resisting change. This is however, about preserving quality of life for which residents have invested in our community. City planners **STAY AWAY FROM DEVELOPING INNER CITY GREEN SPACES!** They are there for a reason – and it’s not for the purpose of being paved over and adding more condos. If you are looking for inner city housing, look towards all those empty office buildings within the downtown. Convert those into condos, **SAVE OUR GREEN SPACES** for the pleasure of the people that live there.

I can understand cleaning up the business areas of the area is a great idea, not the residential side of it or turning the existing businesses into residential.

We can see what has been done in Marda Loop area where there is business below and condos on top. These work great, that creates an area where the residents can shop and no more driving. I could see this kind of development in the Westbrook area where there is plenty of space for buildings and parking of vehicles.

[removed]"

I am very concerned about the proposed 4+ storey development along Spruce Drive and 45th street, as well as the high density development proposed around the Wildwood school green space. This development proposed as part of the Westgate Communities Local Planning process would be extremely detrimental to our community and I would like to discuss these concerns with my councillor and ensure these views are represented when city council is approached for a decision on the matter. Further I would like to invite Richard Pootmans to attend the Wildwood community Centre to hear these concerns from his constituency in the neighborhood.

"Ralph

If I wanted to email my councilor Richard Pootmans do I use your email or do I go through you? I want to voice my opposition to any proposal that will allow 4 story multi-unit buildings on the green space north of Spruce Drive.

Some of my neighbours have used the 311 Web Submission but I find it difficult and was hoping that an email to you and or Richard will get my opposition and ideas recorded.

[removed]"

"Attention: Richard Pootmans Ward 6

For years there has been much work around redevelopment around the Westbrook Mall. As part of this there is a broader scope and recently I learned it might include Spruce Drive.

I think Spruce should be the last street that is considered and the last place where multi residential high density housing be proposed and or built.

1. Why destroy 50 year old trees and take away a wonderful green space. We have so few of them. There is a unique and protected norther flicker woodpecker that lives in Wildwood. Many residents report holes in the side of their houses. I have several on my chimney. They birds nest in the huge old spruce trees on the south side of the Spruce Drive.

2. It would destroy the enjoyment of all those owners who have lived there for 50 years to have to stare into the back of a high rise multifamily housing. What a huge devaluation to their property and enjoyment of their land

3. Why destroy a beautiful green corridor that people safely walk along every day, too and from school, with their dogs and their friends? Look at the number of residents and others who use that space now. To lose that would be terrible.
4. There is a bike lane on both sides. Does that disappear? It would not be safe to have cars trying to access these units.
5. There are only three ways to get in and out of Wildwood. 45, 37 and 33rd streets. Increasing the population of the neighbourhood will only be a nightmare and there is little that can be done to improve those intersections. Just adding that new shopping area on 45th is causing an issue as people try to do illegal U turns on Bow Trail to flip around and go west.
6. What is wrong with a beautiful neighborhood with houses that are turning over, being renovated or torn down. Higher density housing will only hurt that and devalue property values.
7. Look at the cars on the east end of Wildwood Drive where the first few houses in have been made into infills. Those people have garages but park on the street. Look at the congestion close to Bow Trail as people try to park close to the high density housing. If there is high density housing then all those streets, both north and south of Spruce will be plugged with cars. That will eventually spill over to all the streets within a block or two, both north and south. There just isn't enough room for parking.
8. Spruce Drive is a bus and snow route. Imagine the parking and traffic of having cars driving into those places. No one will be able to safely walk along Spruce so it will effectively cut Wildwood in half. Even now the bikes come down from Strathcona and Coach Hill and they don't use the bike lane as there is gravel that has not been swept up in the spring cleanup. If there were cars parked against the curb then that road would be much more dangerously and the bike lanes would become useless.
9. Every homeowner 4 – 5 houses north of Spruce will be directly affected. All those south of Spruce will look into row houses and cars on the street and not see those huge spruce trees. I think they will be upset. Will they be offered a property tax credit, rebate or reduction?
10. I think there is a large high pressure natural gas pipeline that is housed along Spruce Drive. Is the utility services that are in place an issue? The costs might be very high and ripping up Spruce will be a huge issue and disruption. It will result in the closure of the bike lanes at a minimum.

Am wondering what the Wildwood Community Association is saying and why we haven't seen any open houses. One comment around the great work the volunteers on the community association would be that they are actively involved in the social, recreation programs and safety of the community. Their lack of opposition or comments would not reflect the views of many residents who bought in this area for the R1 single family homes and not to have several floors, multifamily high density housing within the Wildwood community.

It is great that the City is doing some long range planning but I think Spruce Drive SW should be the last place where multifamily high story housing is put in place. There is much other lands that could be used. Why not Edworthy Park first? There is much land that was cleared just east of Shaganappi golf course. Thousands of units could be built in and around Westbrook Mall first.

Thanks for your time and consideration. If there are other places I should send this to, please let me know. I understand input was requested by April 4th but I have embarrassingly missed it that notice.

[removed]

"

"Good morning Richard,

I live in Westgate and have been unavailable for the online sessions [removed] This densification of these neighborhoods is unacceptable to me: the space and lot size is the charm and draw. While I realize Council has already approved the garage suites, the city is not following it's own guidelines "building to building, yard to yard" and to add insult to injury, now the City is suggesting taking the parks away?

Owning and maintaining a home is a privilege not a right and I've worked my tail off to get where I'm at – for the City to erode the value of my home carte blanche is deplorable. I'm told that several of my fellow citizens in these neighborhoods have expressed this very concern acknowledged verbally by the City participants – it's action that's required Richard. You were elected to act on our behalf, not at the behest of the Mayor or City bureaucracy. This densification is NOT wanted period. Take the parks away in Mount Royal.

[removed]"

A a long term resident of Wildwood, I strongly object to the proposed apartment development along Spruce Drive. Wildwood is an R-1 residence and therefore zoned for single family homes. At the inner-city development public meeting last year, there was huge objections to adding more density to the areas surrounding the downtown core without an environmental impact assessment. Most of Calgary's pollution funnels down into the river valley and adding greater population to this area is only going to increase the environmental concerns. Please, please, please look at all the negative impacts for this community and the inner city before going ahead and building.

"Dear Mayor Gondek.

The City of Calgary planners who are overseeing the Westbrook Redevelopment Plan are not consulting with the public properly.

There was minimal and ineffective notification of this plan asking for public feedback.

1. Brochures were mailed out, but many people in Wildwood didn't receive them. And the temporary signage that was placed in our community did not effectively state the importance of what is happening. If they really wanted to engage people, the message on the sign would have been more compelling.

2. At this point, there have only been 4 public information meetings and all 4 have been online using an app that many of us weren't able to manage. Many of us missed these meetings entirely since we are not tech savvy. Covid restrictions are over, we need to have in-person public information meetings so that our voices can be heard.

3. All of these meetings were held during spring break when many people are traveling.

4. Some residents of Wildwood were able to navigate the technology and attend the online meetings. Here are just some of their comments: this idea already seems like a done deal, the presenters rushed through the presentation, they couldn't answer our questions, they were arrogant, one of them actually said ""If you don't like it, then move.""

I'm assuming all of the online public meetings were recorded and I would like copies of them all since I wasn't able to attend.

Thank you in advance for your response regarding my concerns.

Please note that the Westbrook Redevelopment Planners were included in this email.

[removed]"

"Thank you for clearing up some details regarding what might happen on the north side of Spruce Drive, Peter. Although I'm relieved that the green space would stay, I'm very concerned that my property value will drop dramatically - or I will be unable to sell at a time that I choose - if 4 + storey buildings are allowed to be developed on Spruce Drive.

I don't understand why the public consultation is being pushed through so quickly on this project. I participated in all of the public events regarding the Crowchild Trail/5th Avenue development just a few years ago because my business is one block from there. The planning committee on that project spent months and put in a great deal of time and effort to communicate, meet with the public many times and answer questions/concerns. This public consultation is only for a few weeks. And the meetings have only been online - during spring break. I tried to participate but my Teams app was not cooperating. Feedback from the people who were able to get into the online meetings was not positive at all. Were you part of the meeting where a Wildwood resident was told that if he didn't like it, he can move?

[removed]"

"Hello Richard, [removed] I sent the following to the Westbrook planning team. We would be interested as to your position on the proposed planning in Wildwood. Thank you. ... [removed] are current residents of Wildwood. We bought in this area in [removed] specifically for its existing low density R1 zoning amongst many other great qualities. Neither of us wanted to live in a high density community, so we bought in Wildwood which offered an established and traditional community with a K-6 school, paths, good city access and low criminal activity. Since purchasing our home we have started a family and have been looking forward to remaining in the community as our children grow. Unfortunately your redevelopment proposals have put our long term plans in the community into question. It has been disappointing to learn of the city's proposals to radically alter the structure and fabric of our community. Spruce Dr (a designated corridor) traverses through the heart of Wildwood past our community center, K-6 school, playground zones, tennis and basketball courts and our largest green space. Any changes along Spruce Dr affect every resident in the community. Spruce Dr already handles large volumes of local and non-local traffic and the redevelopment plan will certainly increase the traffic volume. Many non-residents use Spruce Dr to access Edworthy Park and we already have ongoing issues with drivers speeding through our community where many young children live. The proposal to build 4+ storey buildings or high density dwellings alongside it is unacceptable and an insult to the tax paying residents who have invested time, energy and

passion into the community. We also object to 4+ storey buildings on our largest green space next to the Wildwood school. The green space is valued by our residents and many of the surrounding communities. The children attending Wildwood school use the green space daily (during and after school). The space is used for several hockey rinks in the winter and children/adult sporting activities in the warmer months. Any 4+ storey buildings across from the green space would completely ruin a neighboring property. Moreover, should any of the 4+ storey buildings include commercial space we can only assume liquor and cannabis stores will eventually occupy some of the spaces. Through the previous planning phases has the planning team considered the following: -The impact of the increased traffic to our community. -The K-6 children in the community that cross Spruce Dr daily to attend Wildwood School. -The homes that will lose their sunlight hours. -The impact to property values of the homes near the new development. -Parking on our streets near the redevelopment. -The loss of the green space that our residents and non-residents enjoy. -The increase in criminal activity the community will be subjected to because of the increased density. -The power lines on the South side of Spruce Dr. -The utility right of way on the North side of Spruce Dr which prevents underground parking. -The impact of years of significant construction within our community. -How to prevent liquor and cannabis stores from occupying potential commercial space. We appreciate the city is wanting to increase density, but that should be done on the perimeter of existing communities, not straight through the heart of an existing and well established community. Just because Spruce Dr is a bus route should not automatically designate it is a candidate for 4+ storey redevelopment. We fail to understand how such a redevelopment within Wildwood is aligned with the Westbrook Communities' Core Values. We also find it disappointing that a significant portion of this process has occurred during a global pandemic while the residents have been distracted and unable to fully engage in this process. It's difficult to NOT interpret that as the city negotiating in bad faith. Wildwood is a unique and rare community. Such a rezoning is NOT in the best interests of our community. Residents over the past 70 years have created a community we are proud of. The redevelopment will destroy our community as we know it. Please reconsider your redevelopment proposal and leave our community intact.

"

I am writing in regards to the planning project to develop the area that includes the Westbrook communities. I am very concerned that this type of development will have a huge impact on my neighborhood. As a long-time resident of Wildwood [removed], I have loved being in this area. It is centrally located so that I can get to most areas of the city easily, including the downtown area where I work. In addition, it has wonderful green spaces including Edworthy Park that make me feel like I'm not in the city anymore. I can take a leisurely walk along Spruce Drive which is a main corridor of the neighborhood and has ample greenspace to walk my dog, and limited traffic. I am very concerned that any development in the area will have a tremendous negative impact to the neighborhood and to my quality of life. Traffic will increase, existing greenspace will disappear, wildlife in the area will be threatened, and the value of my home will decrease. I would ask that you please be a voice for this community and say "NO" to this development. Calgary has grown to be a world-class city because we have well planned-out neighborhoods that don't focus on maximizing density but rather on creating overall quality of life for the residents. Thank you for your ongoing hard work to advocate for us.

"Hi Peter,

Thanks very much for the note, I do appreciate the response and clarity.

As for the private space around the green spaces, does that mean the area where there are existing homes? I appreciate you letting me know. How does that typically work? Is it a re-zoning and takes place over many years or a different plan?

Thanks again, have a nice weekend.

[removed] "

I would like to know the plans for Spruce Dr. I have just learned that there is a proposal for multi-family four story buildings to be constructed in the historical green space. As our elected councillor have you consulted with your constituents of Wildwood? Wildwood is zoned as R1, one of the major reasons we moved to this neighborhood, has you allowed this to change? Please send me the proposal and where you stand on it. Thank you [removed]



