



WESTBROOK COMMUNITIES

Local Area Planning Project

What We Heard Report - Phase 3: REFINE
October 5, 2022



Westbrook Communities Local Growth Planning Project

Phase Three: REFINE Engagement & Communications Summary

Report Back – Fall 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Plan (LAP) will fill gaps in communities where no local plan currently exists and replace other plans that are largely outdated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Plan (LAP) will fill gaps in communities where no local plan currently exists and replace other plans that are largely outdated.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 explore where and how growth and change could happen in the area
- In phase three we work to further refine the plan and confirm investment priorities
- In phase four we 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 June 6, 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 Three: REFINE overview

Phase three occurred from Spring – Summer 2022 and explored where and how growth and change could happen. In the Westbrook Plan, we divided the conversation into three topics:

We broke down the area of discussion as follows:

Topic 1: Small-Scale Homes

In this phase of engagement, we were looking to explore where different types of small-scale growth and change should be focused and looked to explore opportunities where new scaled homes (up to 3 storeys) might be appropriate in the area.

Single-detached homes (up to three storeys) are already allowed throughout residential areas in Calgary. As duplexes and semi-detached homes have similar height and lot coverage to single-detached homes, we are proposing that these are supported throughout the Westbrook Communities. Homes with 3 or more units, such as rowhouses, triplexes and fourplexes homes permit a greater lot coverage and unit number than single-detached, semi-detached and duplex homes. As all small-scale homes have a similar maximum potential height (up to three storeys), all small-scale housing types are seen as being compatible.

We were seeking input on where small-scale 3+ unit homes could be welcomed in the Westbrook communities area.

Topic 2: Draft Local Area Plan Maps

There are two maps in a Local Area Plan that outline what type and scale of development makes sense where. The input we gathered from this phase was used to help to inform refinements in Chapter 2 of the local area plan.

Map 1: Draft Urban Form Map

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

Map 2: Draft Building Scale Map

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

Topic 3: Core Values Investment Priorities

In regard to investment priorities from participants, we sought to explore the kinds of improvements and changes that were of interest to participants to help support new growth and improve neighbourhood amenities in the Westbrook communities. The input we gathered from this phase was used to help inform refinements in Chapter 3 of the local area plan.

What did we do and who did we talk to?

Throughout phase three, we held 3 virtual events with citizens, one in-person open house, six invite-only meetings (community associations, working group and commercial landowners) and conducted 25 days of online and mail in engagement. In total over 924,000+ impressions were made about the project through our communications program and we connected with over 1,600 participants online or in-person and received over 3,700+ 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 third phase of engagement.

- 11 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) = 19,399
- Community newsletters / websites / emails (distributed) = unknown
- 10 Bold signs and 1 information boards = unknown
- Social media: 239, 136 (impressions)
 - NextDoor (Impressions) = 428
 - Facebook (Impressions) = 40,641 + 38,833
 - Twitter (Impressions) = 50,904
 - Instagram (Impressions) = 60,403 + 47,927
- Digital ads (impressions): 649,266
 - Banner ads 347,861
 - Restobar ads = digital 50,977 & classic 16,275
 - YouTube 250,428
- Email subscribers: 862
- Information boards in community: unknown

Sessions with the Public Virtual and In-Person)	Metrics
The City hosted 4 events with the public. These were both in-person and virtual, so participants were able to choose what would work best for them.	<ul style="list-style-type: none">• 1 in-person open house at Westgate Community Association (June 21, 2022)<ul style="list-style-type: none">○ 90 people attended

Online engagement was open from June 6-30, 2022, in addition to providing feedback via the delivery on the engagement booklets with pre-paid postage. The timeline to mail in	<ul style="list-style-type: none"> • 3 virtual Q&A Sessions: June 9, June 20 and June 23, 2022 <ul style="list-style-type: none"> ○ 42 people registered for the virtual sessions
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 Phase 1.2 Envision Engagement Relaunch What We Heard Report)</p> <p>Phase 2: EXPLORE From March 7 - April 4, 2022, we conducted online and mail-in engagement to collect feedback from citizens. Our Phase 2 What We Heard Report</p> <p>Phase 3: REFINE From June 6 – June 30, 2022, we conducted online and mail-in engagement to collect feedback from citizens. Upon closing of public engagement on June 30, it is important to note that the engagement booklets were received, and feedback was incorporated into the Phase 3 What We Heard feedback up until July 15, 2022.</p>	<ul style="list-style-type: none"> • We received 3,700+ individual contributions online and mailed in from the engagement booklets • We conducted 25 days of engagement • Since our project launch, we have had 20,800+ unique visitors to the website (as of October 24, 2022) • During our Phase 3 engagement from June 6-June 30, 2022, we have had 2,423 unique visitors to the website
Targeted stakeholder engagement	Metrics
<p>Community Associations 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, discuss and work through exercises with the team to help to further refine the plan</p>	<ul style="list-style-type: none"> • We held 2 virtual CA meetings (May 24 / June 2, 2022)

Commercial Landowners 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"> • We held 1 virtual meeting with commercial landowners (June 14, 2022)
Westbrook Communities Working Group Throughout phase three, the working group participated in 3 focused workshop sessions. These are detailed below in the working group section.	<ul style="list-style-type: none"> • 26 working group members • 3 workshop sessions <ul style="list-style-type: none"> ○ May 10 In-person ○ May 11 Virtual ○ Sept. 22 In-person (FINAL working group session)

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 three, the working group completed two focused workshop sessions. These are provided in more detail below.

Working Group Session Eleven: Refining the Plan

On Tuesday May 10, and Wednesday May 11, the working group participated in its tenth 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

Working Group Session Twelve: Realizing the Plan

On Thursday, September 22, 2022, the working group participated in its final session where the draft plan was shared with the group in advance, and a brief presentation and discussion took place to answer any questions about the plan itself. This was the final working group session for the Westbrook Communities Local Area Planning Project.

What did we ask through Phase 3 engagement?

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

Topic 1: Small-Scale Homes

1. **Where could small-scale 3+ unit homes be welcomed? Explain why you chose the options you did and why you didn't choose the others.**

Topic 2: Draft Local Area Plan Maps

1. **Did we get the Draft Urban Form Map (above) right? Yes or No? If no, what additional changes should be considered, and why?**
2. **Did we get the Draft Building Scale Map (above) right? Yes or No If no, what additional changes should be considered, and why?**

Topic 3: Core Values Investment Priorities

1. Do you have any additional ideas for investment priorities that would help support growth and change in the Westbrook Communities?

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.

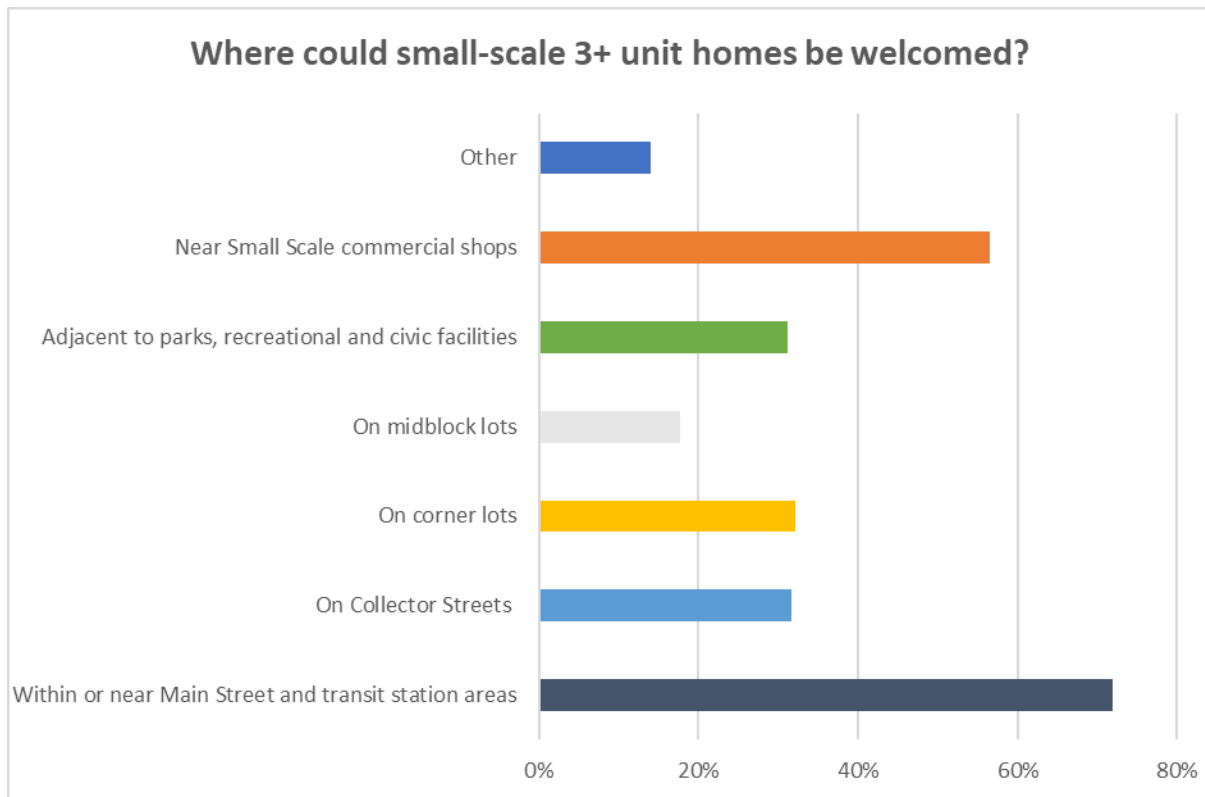
The high-level themes that emerged throughout all of the comments received in phase three include:

- Citizens expressed concern in regard to safety and traffic and the proposed small-scale 3+ unit homes
- Citizens expressed that they wanted to see small-scale 3+ unit homes on main streets only
- Citizens expressed that they wanted to see small-scale 3+ unit homes near transit/LRT only
- Citizens expressed concern in regard to privacy and shading and the proposed small-scale 3+ unit homes
- Citizens value their parks and open spaces and expressed concern in regard to small-scale 3+ unit homes around parks and open spaces
- Citizens shared positive sentiments around small-scale 3+ unit homes
- Citizens expressed concerns around changes in RC-1 communities with small-scale 3+ unit homes
- Citizens shared negative sentiments around small-scale 3+ unit homes
- Citizens feel that additional changes related to congestion, traffic, safety, parking, and crime need to be considered
- Citizens feel that proposed growth should be equally balanced through all communities
- Citizens feel that commercial development should be limited
- Citizens feel that development should not be adjacent to parks, recreational facilities, schools, and playgrounds
- Citizens shared location-specific concerns
- Citizens feel that there are congestion, traffic, parking, safety, and crime concerns
- Citizens feel that there is sunlight, shading and privacy concerns
- Citizens feel that proposed building scale near parks and open spaces is not appropriate
- Citizens shared positive and balanced feedback about the proposed building scales in the plan area
- Citizens shared negative sentiments around the proposed building scales in the plan area
- Citizens expressed a desire for more investments in safety in the plan area such as train stations and traffic
- Citizens expressed that they would like to see preservation and protection of green spaces, parks, and urban forest
- Citizens shared positive sentiments about proposed investment priorities

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: Small-Scale Homes



Topic 1: Where could small-scale 3+ unit homes be welcomed? Explain why you chose the options you did and why you didn't choose the others.

Themes	Explanation and sample verbatim comments:
Citizens expressed concern in regard to safety and traffic and the proposed small-scale 3+ unit homes	<p>Citizens expressed concern in regard to safety and traffic and the proposed small-scale 3+ unit homes</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "Street should be able to accommodate any increased density." - "Our roads are not maintained to keep pace with high density homes. In spite of what the City counsel would like us to believe."

	<ul style="list-style-type: none"> - <i>"It would make sense to increase density near transit stations to provide owners with access to these stations. Perhaps civic facilities may also be appropriate. Increasing the density in some R1 neighborhoods by using semi duplexes but more than 3 units in a new development is too much. Parking issues and increases traffic in small neighborhoods."</i> - <i>"Your so called small scale homes are quite large. They will block out the sun to their neighbours yards and destroy street parking. Do not allow them near parks - they will ensure fewer people use the parks not more."</i> - <i>"Parking and traffic concerns with hugely increased densification is not okay near parks, particularly ones with playgrounds. Accessibility is important - large buildings create a barrier to access particularly for children accessing from nearby streets, who may not be allowed to pass by large buildings on their own."</i> - <i>"The issue would be fourplexes on every corner lot adding to parking/congestions problems and also taking away from the biodiversity in Killarney and areas. Many of the fourplexes look to maximize every square foot (understandable) and leave an ugly footprint on the block. I would be concerned if this were to be allowed on mid-block and every corner lot in all small-scale home identified areas. If all 4 corner lots were all fourplexes for example this would be very problematic. 16 dwelling"</i>
Citizens expressed that they wanted to see small-scale 3+ unit homes on main streets only	<p>Citizens expressed that they wanted to see small-scale 3+ unit homes on main streets only</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"All corners and main roads should be multi units with basement suites. The rest don't have to be but all new houses should have stronger emphasis to have basement suites so that rents can go down."</i> - <i>"I left Marda Loop because of what the city did to it with all of the increased density. I purposely moved and purchased in the location I am now to get away from the chaos and to have a nice quiet street with adequate parking and a single family home with a large backyard. Keep the density on the main roads but give us a break everywhere else."</i> - <i>"Allowing density on collector streets can have the effect of dividing communities with 'concrete curtains'. I realize that a townhouse isn't a 'concrete curtain', but the proposed density of 3+ stories allows for much taller than townhouses. We should focus the density first along the main streets and transit stations. Otherwise, there will be much more fragmentation of the greenspaces and tree canopy."</i>

<p>Citizens expressed that they wanted to see small-scale 3+ unit homes near transit/ LRT only</p>	<p>Citizens expressed that they wanted to see to see small-scale 3+ unit homes near transit/LRT only</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"I think that specific communities should be designated for higher density and it should be based on proximity to the train lines. Something to be considered as well is that condo or apartment buildings over 3 stories should be required to have a certain amount of retail space on the main floor so that communities are more walkable."</i> - <i>"These types of homes make sense closer to main streets and transit station areas. Other than that I think it greatly depends on the neighbourhood and how it is set up. Just because on paper it looks you can build a multi-residence structure on a piece of land doesn't mean it will be something that fits the needs and lifestyle of a buyer, or that it will work with the existing infrastructure. For example, there are lots of corner lots in Westgate that could accommodate a 4plex but are configured in a way that wouldn't allow both the residence structure & the required number of parking spaces."</i> - <i>"Westbrook consists of very different communities and as such a blanket answer is inappropriate. Small scale in close proximity to transit stations such as Westbrook are already underway and make sense."</i>
<p>Citizens expressed concerns over small-scale 3+ unit homes related to privacy and shading</p>	<p>Citizens expressed concern in regard to privacy and shading and the proposed small-scale 3+ unit homes</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"I fully agree that our communities could use a greater diversity of housing, and the suggested small-scale 3+ unit homes help fit that need. However, my main concern is the impact these homes have on the neighbouring properties in terms of blocking sunlight. Residents should have the security of knowing that they can, for example, invest in solar panels on their roof or plant a garden, without worrying that a large home (whether detached, semi-detached, or 3+ units) will be built to the south or west of their property, blocking sunlight. Because 3+ unit homes allow a greater lot coverage, the chances of severely impacting their neighbour's access to sunshine is greater. The city needs to be very careful about where these units are situated. The rights of existing residents to use and enjoy their properties are no less important than those of people wishing to move into a new build. Yet existing residents feel that it is always "yes" to developers, and "too bad" to residents."</i> - <i>"Your so called small scale homes are quite large. They will block out the sun to their neighbours yards and destroy street</i>

	<p><i>parking. Do not allow them near parks - they will ensure fewer people use the parks not more."</i></p> <ul style="list-style-type: none"> - <i>"I don't think they should be mixed in on the streets. They end up blocking the sunlight and view for the bungalows. I think the older houses should be preserved and renovated instead of building new 3+ unit homes."</i>
Citizens expressed concerns about having small-scale 3+ unit homes around parks and open spaces	<p>Citizens value their parks and open spaces and expressed concern in regard to small-scale 3+ unit homes around parks and open spaces</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"Please do not develop along green spaces such as Spruce Drive."</i> - <i>On a case by case basis. Please limit small scale homes to secondary suites and laneway homes for properties adjacent to green spaces to preserve the older community aesthetic, urban canopy and existing streets scape. Semi-detached and duplex homes are reasonable to consider in proximity to neighbourhood connector routes/ main traffic and transit corridors. Row houses, triplexes and fourplexes should only be considered on a case by case basis."</i> - <i>diversity and increased density where traffic corridors are established to handle increase in volume supports usage of transit and local commercial enterprise these locations tend to have fewer trees than other streets therefore redevelopment would minimize the destruction of mature trees for example, increasing the footprint of housing on every corner lot in well treed communities would require removal of mature trees"</i>
Citizens shared positive sentiments around small-scale 3+ unit homes	<p>Citizens shared positive sentiments around small-scale 3+ unit homes</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"Townhouses and row houses plus other types of housing units are barricaded from many livable areas due to the outdated zoning laws. Policy support to allow flexibility in housing makes sense. The city needs to prioritize housing over cars and avoid the political push back by the gatekeepers defending 'property values'."</i> - <i>"A variety of small scale homes within the heart of the community is a great way to improve density without completely losing the character of the neighbourhood. The only area I would exclude them would be near the train stations which are better suited to large development complexes."</i> - <i>"I think that increasing density is a good thing and there might be better spots for triplex quadplex vs duplex."</i> - <i>"Allowing for more small scale homes everywhere in the community will allow for more walkability. We can fit more</i>

	<p><i>homes in, and free areas for commerce. I want to be able to walk and cycle everywhere!"</i></p>
<p>Citizens expressed concerns around changes in RC-1 communities with small-scale 3+ unit homes</p>	<p>Citizens expressed concerns around changes in RC-1 communities with small-scale 3+ unit homes</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"No where in my community, we are a hidden gem with no cut through traffic a fabulous community with events for all to participate in. We paid the price to live in a quiet RC-1 community, Westgate is a wonderful place to call home. If this document is approved we'll have developers knocking on doors, ready to destroy a wonderful community. Just look at Killarney & Marda Loop they have been destroyed by density, nor are those communities affordable. Families do not live in micro boxes. Since the LRT opened we have been subject to increased crime and uninvited guests frequenting our community, not with positive actions in mind. We have large lots, mature green canopy and quiet streets, please do not destroy that. If density is necessary the vacant land at Westbrook station should be developed first. Is a major increase in density really necessary in RC-1 communities, a population study of need should occur prior to allowing upzoning."</i> - <i>"Really feel strongly that I want to protect the area called the Wedge, between Richmond and 26th avenue from Crowchild to 29th street a RC-1 and not introduce multi living units. We are a pedestrian access to the green spaces both by Viscount Bennett and across 33rd into the ball diamonds, tennis courts and disc golf area. There is limited vehicle access and also only a few entry and exits points into this area so increasing population density would put a huge strain on speed, safety of dogs and walkers, bikers, etc. We don't want to be a thoroughfare to other places, but rather a destination point for quiet enjoyment of our homes."</i> - <i>"We have lived in high-density neighborhoods before and there is definitely less privacy, more noise, less available parking, and traffic concerns. We choose to save up and purchase a home in an R1 neighborhood to enjoy a quiet lifestyle. How disappointing it would be to have a 3+ unit go in next door."</i> - <i>"Quit destroying neighborhoods in the name of "planning" when it's really about increasing density if tax dollars and taxing people out of their times when developers set sights on their homes."</i> - <i>"I am very concerned about the shadows cast by these homes on neighbouring properties. One of the reasons that current residents have chosen to live in these communities is because houses do not dominate the landscape. Three plus unit homes should only be approved where they do not cast increased</i>

	<p><i>shadow on neighbouring properties. Similarly, I'm very concerned about the plan to allow semi-detached or duplexes to be built on any property. Although the allowable size is the same as a detached home, a new detached home may be the maximum size and height but a new semi-detached or duplex will definitely be the maximum size and height. This feels like a plan to allow developers to control what our neighborhoods look like. Glenbrook, in particular, already has a large portion of the community zoned to allow duplexes. The remaining portion of it should be kept as R-1 and only allow single detached homes. Please allow our communities to keep the low-key nature that we love about them."</i></p>
<p>Citizens shared negative sentiments around small-scale 3+ unit homes</p>	<p>Citizens shared negative sentiments around small-scale 3+ unit homes</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"We do not want any 6 story units in Glendale, Wildwood, etc. These are middle/high income family neighborhoods that do not want high density dwellings put in."</i> - <i>"Leave this single-dwelling community alone."</i> - <i>"No where in my community, we are a hidden gem with no cut through traffic a fabulous community with events for all to participate in. We paid the price to live in a quiet RC-1 community, Westgate is a wonderful place to call home. If this document is approved we'll have developers knocking on doors, ready to destroy a wonderful community. Just look at Killarney & Marda Loop they have been destroyed by density, nor are those communities affordable. Families do not live in micro boxes. Since the LRT opened we have been subject to increased crime and uninvited guests frequenting our community, not with positive actions in mind. We have large lots, mature green canopy and quiet streets, please do not destroy that. If density is necessary the vacant land at Westbrook station should be developed first. Is a major increase in density really necessary in RC-1 communities, a population study of need should occur prior to allowing upzoning."</i>

Topic 2: Draft Urban Map and Draft Building Scale Map

Did we get the Draft Urban Form Map right? If no, what additional changes should be considered, and why?

Topic 2 – Question 1: Did we get the Draft Urban Form Map right? If no, what additional changes should be considered, and why?	
Theme:	Explanation and sample verbatim comments:

<p>Citizens feel that additional changes related to congestion, traffic, safety, parking, and crime need to be considered</p>	<p>Citizens feel that additional changes related to congestion, traffic, safety, parking, and crime need to be considered</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"The principles remain true for both, increased car traffic, parking pressures (especially for Wildwood given further proximity from train line) will compromise the safety of children who walk to/from the school and park."</i> - <i>"45 Street btw 26 av and 17 av should not be a connector. The amount of children crossing through, the traffic before/after school makes it all dangerous should more density be considered. Take the connector completely off of 45 street between 26 avenue and 17 Avenue. The north side of 26 avenue should also not be a connector."</i> - <i>"Absolutely not, the drafts allow for commercial use buildings across from an elementary school in Glendale. This is absolutely inappropriate."</i> - <i>"While 26 st connects 26th ave to Bow trail it should not be highlighted as a connector and therefore making it eligible for 3+ housing. The street is extremely skinny especially from 26th to several blocks North. There is no boulevard on the sides and cars already have to pull to the side to let each other pass, never mind that it is supposed to be a designated bike lane. Even with the current R2 zoning, the parking is terrible and causes tension on the street today. Mirrors have knocked off vehicles and several cars have been scraped and damaged by vehicles trying to squeeze by. The street is not designed for the traffic that is on it is using it now, never mind adding additional housing density and therefore vehicles. The garages on the 3+ housing are so small no uses them and there is only 1 per house while everyone has two vehicles two per house. Times that by 3 or 4 per lot and there is a significant vehicle density on an already skinny and over crowded street."</i>
<p>Citizens feel that proposed growth should be equally balanced through all communities</p>	<p>Citizens feel that proposed growth should be equally balanced through all communities</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"Watch scale "creep". We can accept 3 stories but don't want it to change and grow. We are looking to install solar panels but are concerend that if neighbours sell their home will be torn down with a new taller one (2 or 3) blocking the sun from our residence. Consider all factors, not just density."</i> - <i>"It feels like Glenbrook is carrying more than its share of the city's density goals. Far more roads are labelled as neighbourhood connector, in comparison to Glendale, Westgate and Wildwood. These are the sorts of things that make</i>

	<p><i>communities resent new development. It feels like someone is telling us what our community has to look like"</i></p> <ul style="list-style-type: none"> - <i>"Don't see who why people around spruce Dr have more voice than others in Westbrook communities perhaps they have more influence/money/legal support for their arguments???</i> <i>Playgrounds around schools are not parks!!!"</i>
Citizens feel that commercial development should be limited	<p>Citizens feel that commercial development should be limited</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"I live on Glenpatrick Drive in Glenbrook. I bought my house there specifically because it's a quiet street, apart from the "rush hour " at Glenbrook Elementary School pick up and drop off. I do not want to see any part of Glenpatrick Drive be a neighbourhood connector. We already have that very near us on 45th St. I do not want the possibility of future increased traffic or commercial development. There are kids on the road here, who live and play here and who go to school here. Let them be kids; let them be able to play safely on the road as they do now."</i> - <i>"The corner of 26 Avenue and 45 street should not be changed. This four way stop is a disaster. I could not imagine it if more commercial buildings were in this area. The one strip mall is great. It could be updated to provide what the community requires, but this is enough at this location."</i> - <i>"Absolutely not, the drafts allow for commercial use buildings across from an elementary school in Glendale. This is absolutely inappropriate."</i>
Citizens feel that development should not be adjacent to parks, recreational facilities, schools, and playgrounds	<p>Citizens feel that development should not be adjacent to parks, recreational facilities, schools, and playgrounds</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"Do not densify around parks. Put extra density on the more main streets. Just slightly turning up the knob incrementally everywhere destroys the character of everywhere. You can't lipstick your way out of it with face-painting and cafes and street planters. Leave the R-1 communities alone on the interior."</i> - <i>"Feedback cited above indicates that 4+ story dwellings would compromise communities near schools/green spaces-yet remain around the primary school/green space within Wildwood. This would negatively impact the feeling of the neighbourhood, the community that gathers in that park, and specifically children going to/from school and the rec facilities."</i> - <i>"All schools should have been marked on this map. These grounds should be a different color than green recreational use. No building greater than 3 stories should be built around</i>

	<i>Wildwood school area. Safety concern for kids at school/park/community due to increased parking and traffic."</i>
Citizens shared location specific concerns	<p>Citizens shared location specific concerns</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"On 45th street and around the park near 30th avenue (currently a quiet little street), I think the 4-storey recommended density is too. Overshadowing and impact on adjoining bungalows is too much. Would also recommend 3 storey maximum."</i> - <i>"On the north side of 26th avenue in glendale the 4-storey building would overshadow the houses across the alley. I suggest limiting the height to 3 stories."</i> - <i>"Graham Dr.; 29th Ave; and 30th Ave. between 51st St. and 45th St. SW are still indicated as being Neighbourhood Connector streets. This is contrary to input provided in the earlier planning phase. There is nothing about the character of these roadways that fits the "definition" of a Neighbourhood Connector area as opposed to the Neighbourhood Local designation in this planning document. Access to these parks is and always has been available to all housing types in the area within easy walking distance of where growth is still being proposed."</i> - <i>"17 Ave between 24 St + 26 St should be "neighborhood connector" not " neighborhood flex". The blocks east of 24 St are "neighborhood connector" + have similar higher end homes in the blocks north of 17 Ave. Neighborhood local should run along 14 Ave from 26 St to 24 St + down the west side of 24 St in keeping with the community style (primarily single family homes on large lots)."</i>

Topic 2: Q2

Did we get the Draft Building Scale Map right? If no, what additional changes should be considered, and why?

Topic 2 – Question 2

Did we get the Draft Building Scale Map right? If no, what additional changes should be considered, and why?	
Theme:	Explanation and sample verbatim comments:
Citizens feel that there are congestion, traffic, parking, safety, and crime concerns	<p>Citizens feel that there are congestion, traffic, parking, safety, and crime concerns</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"Higher density homes make the most sense near transit/train stations as this helps to minimize concerns related to parking/traffic flow, as well as safety."</i> - <i>"While 26 st connects 26th ave to Bow trail it should not be highlighted as a connector and therefore making it eligible for 3+ housing. The street is extremely skinny especially from 26th to several blocks North. There is no boulevard on the sides and cars already have to pull to the side to let each other pass, never mind that it is supposed to be a designated bike lane. Even with the current R2 zoning, the parking is terrible and causes tension on the street today. Mirrors have knocked off vehicles and several cars have been scraped and damaged by vehicles trying to squeeze by. The street is not designed for the traffic that is on it is using it now, never mind adding additional housing density and therefore vehicles. The garages on the 3+ housing are so small no uses them and there is only 1 per house while everyone has two vehicles two per house. Times that by 3 or 4 per lot and there is a significant vehicle density on an already skinny and over crowded street."</i> - <i>"Increased heights of buildings would change the landscape of the area to which people were originally attracted. No additional development around the park on Graham Drive should be allowed. Increased population in the area would affect the narrow streets and cause parking issues. Development along corridors such as 37 street and Bow Trail makes sense due to the major bus routes and proximity to the LRT stations."</i> - <i>"No Low-Modified buildings around park surrounding 29th Avenue and Graham Drive. Narrow roads, increased traffic, pollution."</i>
Citizens feel that there is sunlight, shading and privacy concerns	<p>Citizens feel that there is sunlight, shading and privacy concerns</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"The low-modified housing on the North side of Bow Tr is a mistake. We've lived in areas where that form of housing has been introduced and a lot needs to be considered before allowing it. It can have a disproportionate number of negative impacts on the surrounding area especially when being introduced to a neighborhood like Wildwood. These impacts</i>

	<p><i>include: the removal of all of the mature greenery and trees in the immediate area, the loss of privacy and natural light and the lowering of property values for the homes that will back onto those households, and the immediate loss of any character and history that gets torn down to make way for the new development. Furthermore, the lack of parking is a serious cause for concern. Because there is already such a limited amount of parking on Worcester Dr (tenants frequently park all over the alley and on Windermere Dr), the impacts of introducing condensed housing will inevitably compound the situation further.”</i></p> <ul style="list-style-type: none"> - <i>“There should be no 6 storey development on Spruce Dr near Cedar Cres OR on Cedar Crescent itself. Both of these areas should be 4 storey (at most) - they surround a park and will shade the area!”</i> - <i>“I don't agree that buildings as large as 6 stories should be built along Bow Trail. Currently there are only buildings up to 3 stories. Residents live behind these business and they should not have these large buildings looming over their houses and backyards. It's an invasion of privacy, reduces sunlight to those buildings and back alley ways and residential streets cannot accommodate the high density and vehicle usage associated.”</i>
<p>Citizens feel that proposed building scale near parks and open spaces is not appropriate</p>	<p>Citizens feel that proposed building scale near parks and open spaces is not appropriate</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>“There should also be the removal of any large scale (3+) buildings along any green space in the plan. People choose these spaces as there is an opportunity for sunlight and a feeling of open space. Not wanting to feel like they are being stared down on by people in large buildings. I live near the small green space on 41 Street south of 26th avenue.”</i> - <i>“The area surrounding the park bordered by 45 Street, 29 Avenue and Graham Drive is not suitable for higher density dwellings or commercial space. The narrow streets would cause significant congestion and could potentially increase vehicle-pedestrian incidents. Destruction of the green space and urban canopies would be inevitable leading to long-term negative consequences on the climate and increase crime within the area.”</i> - <i>“4 storey development should not be allowed around parks on quiet side streets. Increased traffic on small streets will create major safety concerns for people trying to access the park. Example - Graham Park in Glenbrook (Graham Dr & 45th St) should not allow 4 storey development on 29th Ave</i>

	<p>or Graham Dr - these are small roads with 1 shared access route to 45th."</p> <ul style="list-style-type: none"> - "There is so much density proposed around most of the green spaces and parks in the Westbrook community. Citizens need green space and not huge 12 story complexes around the natural areas in the community. Density at the cost of our wildlife areas and green space is not environmentally sustainable nor does it serve the citizenry. Inner city neighbourhoods should not have to bear the brunt of unwanted density. It is blatantly obvious that some neighbourhoods will be virtually untouched by density - Wildwood, Westgate, Glenmeadows while others are a great risk of being forever changed by densification. Are not all Westbrook citizens equal? The burden should be shared equitably by all. "
<p>Citizens shared positive and balanced feedback about the proposed building scales in the plan area</p>	<p>Citizens shared positive and balanced feedback about the proposed building scales in the plan area</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "I am happy to see that the 26th street corridor will remain reserved for 'limited development'. It is hardly a corridor filled with single family homes and duplexes. Still a bit of a concern is the ability to have fourplexes on every corner lot." - "Its okay.. appreciate the scale back of 4 stories near the parks and greenspace, but 4 stories along all collectors and major routes will feel imposing. Consider one side of the street on current low density areas?" - "Ignoring key redevelopment sites and opportunities is leading to a miss on the scaling out around those sites on your quasi building scale heat map approach. This is all allowing nimby attitude to entrench within the new LAP that is intended to deliver private investment in the community and new housing. I will offer that this new planning approach and scaling is excellent, easy to understand, and provides great flexibility which will allow for a balance between existing residents and creation of more units and community diversity. This will help the long term social and fiscal sustainability of our neighbourhoods in Westbrook." - "I am in favor of this." - "To much restriction. Restrictions on building scale is seriously harming our city and driving up housing prices. Reduce restrictions, let the market decide." - "Generally speaking, the density proposed is unambitious. Significantly more areas throughout the plan should have the low-modified and low scales applied to them to provide clear corridors and transitions in density."

<p>Citizens shared negative sentiments around the proposed building scales in the in the plan area</p>	<p>Citizens shared negative sentiments around the proposed building scales in the in the plan area</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"Spruce drive is perfect. You can't change it. People walk and run up and down spruce. 3 story units would be soooo ugly omg it hurts to think about."</i> - <i>"We do not need to increase the density and invite more rundown properties in the long run, we just need to clean up what's already there."</i> - <i>"Too many multi-tenant buildings in quiet residential neighborhoods (25th St and 32nd Ave), these should be left as single family properties in order to maintain the integrity of area (i.e. the wedge)."</i> - <i>"5 AVE SW, WEDGEWOOD DR SW & 45 ST N OF BOW TR ARE NOT SUITABLE FOR LOW MODIFIED BUILDINGS FOR ALL THE REASONS GIVEN IN PHASE 2. SCHOOLS, COMMUNITY CENTRES AND SMALL OPEN SPACES ARE NOT SUITABLE FOR THIS TYPE OF DEVELOPMENT. YOU HAVE REPLACED "OVER" 4 STOREYS WITH "UP TO" 4 STORIES WHICH IS BASICALLY SEMANTICS. QUITE CLEARLY YOU ARE NOT LISTENING AND DEFINITELY IGNORING PUBLIC INPUT. THIS HAS TO CHANGE."</i> - <i>"Stop destroying my established communities!"</i> - <i>"Far too many areas allowed development not in keeping with the neighborhood. If I wanted high density I would have moved to an R2 neighborhood."</i>
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Topic 3: Investment Opportunities

Do you have any additional ideas for investment priorities that would help support growth and change in the Westbrook Communities?

Topic 3: Do you have any additional ideas for investment priorities that would help support growth and change in the Westbrook Communities?	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
Citizens would like to see investment in safety in the plan area such as train stations and traffic	<p>Citizens expressed a desire for more investments in safety in the plan area such as train stations and traffic</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "Westbrook LRT needs help. It is not safe due to the drug users frequenting the area." - "Before any development should happen we should address the pressing issues first. Crime, mental health and homeless are beginning to effect our every day lives. Just yesterday we saw a man actively using a pipe, in broad daylight, less than a block from a daycare. The aging infrastructure, including plumbing and drainage could never accommodate 4+ storey buildings. It is laughable that the city would suggest Westbrook Mall area would not be congested with cars with more development because people would walk everywhere- it just shows how little they understand the area. Any one will tell you not to walk that area at night, there is even a name for it- the golden triangle. Many are pro development, but thoughtful." - "Do something with the space around westbrook station. picnic tables, playground? it's a wasteland. Update westbrook mall and incorporate more local businesses. Beautify the space and increase security so that people feel safe even later in the evening. Ensure new buildings have parking lots instead of clogging up nearby residential streets." - "Focus only on area directly surrounding Westbrook station." - "Focus on child and pedestrian safety in smaller, narrower streets by keeping small scale homes in such areas." - "westbrook lrt as a focal point" this is a gathering point for homeless or undesirable people. The coffee shop that was in there had to close because people would not come in because it felt unsafe. Odd since this is a city building would not be done to make people using transit feel safer." - "Deal with the crime hub that Westbrook mall/LRT have become."

<p>Citizens expressed that they would like to see preservation and protection of green spaces, parks, and urban forest</p>	<p>Citizens expressed that they would like to see preservation and protection of green spaces, parks, and urban forest</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"CHILDREN SHOULD BE AN INVESTMENT PRIORITY FOR PARKS - Dont just focus on kilaarney and optimist but maintain quality areas & maintain open feel and accessibility for ALL parks. NO park should be surrounded by 4 story development. Large 4 story buildings are a SIGNIFICANT barrier to neighbourhood children accessing parks on their own. 4 story buildings should NOT be located next to a playground area (example the park at 29th avenue and 45th street should NOT be surrounded by 4 story development, as shown in the map - It would impede access to the park and create significant safety concerns for parents. 29th avenue should be left as under 3 story!)"</i> - <i>"Viscount Bennett site has been subject to developers looking to develop the site for high density residential purposes. When the land was gifted to the Calgary School Board it WAS INTENDED TO BE A SCHOOL AND ADJACENT RECREATIONAL PARK. Our STRONG RECOMMENDATION is for investment would be to PRESERVE THE GREEN SPACE on that parcel of land so that it can continue to be used by the community. It should be noted that the football field IS being used year-round for team sports, family recreation, dog walkers, and individual activities (football, children's park, soccer, frisbee golf, tobogganing, cross country skiing, and snow shoeing). This green space is an important contributor to the community. Invest in keeping it so!!"</i> - <i>"One of the things I love most about our park in Glenbrook (Graham Park) is that it has so much open space. I do not support "overly programming" park space. Not every park needs a plethora of set activities or features (sport fields, huge playgrounds, walking paths, etc). Quiet parks with a small playground and a lot of grass are very much appreciated too- kids are more creative i these areas and the space is more flexible for a variety of users."</i> - <i>"I would like to see an additional investment opportunity in Parks and Open Spaces: "Provide safe and convenient access to Edworthy Park and natural areas along the Bow River." The current road and paths leading to the river are in terrible shape. In particular the road into Edworthy Park is very dangerous. There should be a separated path for pedestrians/cyclist."</i>
<p>Citizens shared positive sentiments about</p>	<p>Citizens shared positive sentiments about proposed investment priorities</p>

<p>proposed investment priorities</p>	<p>Sample comments:</p> <ul style="list-style-type: none"> - <i>"It is great that attractive facilities where people want to come is upcoming in Westbrook neighborhoods area. I think this change will makes more people live and visit this area to make our neighborhood alive. However, more population always need more core facilities like police and fire station to make people safe, and schools for education. I think this core facilities should be placed in more area to cover increased population that will mostly happen along with neighbourhood development."</i> - <i>"I love the priorities outlined. I think it would be ambitious to achieve them all, but if we can do that it would make the community significantly better! I love what the City of Calgary is achieving here."</i> - <i>"I strongly support initiatives that would achieve similar outcomes as Bridgeland and Kensington. Keep up the good work!"</i> - <i>"Walkability is one of the keys to a successful community so I welcome commercial properties, restaurants/stores, recreational activities, mixed housing, transit availability being accessible from Wildwood."</i> - <i>"Looking forward to revitalization of the area with trendy businesses + more walkable local businesses to support. "</i> - <i>"Overall plans are very exciting and well thought out we look forward to the execution of those plans."</i>
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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 4: REALIZE. We encourage you to review the Phase 3 What we Did report to understand how feedback collected in Phase 3 helped to inform the draft local area plan in Phase 4.

Project next steps

We will be back in the community from October 25-Nov 13, 2022, for Phase 4: REALIZE. This phase will include question and answer opportunities including in-person and online, to review the draft local area plan for the Westbrook Communities. Please pick up the engagement booklet to review, and participate in any of our online Q&A sessions with the team, or attend the public information session on Nov. 7, 2022, at the Wildflower Arts Centre 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 mailboxes, 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 and sign-up for email updates.

Appendix 1: Phase 3 – Working Group Summary of Session Feedback

Westbrook Working Group Session 11, May 10 & 11, 2022

Below is the summary of the Phase 3 discussions we have had with the Westbrook Communities Working Group. We held 2 working group sessions on May 10 and 11, 2022.

Topic 1: Small-Scale Housing

The small-scale housing theme focuses on where 3+ unit homes are welcomed within the plan area. Below are the potential areas for consideration and the summary of input for each option:

Within or near Main Street and transit station areas
<p>Summary of Input:</p> <p>Working Group members felt that the main benefits were that it will increase transit ridership and managing parking issues.</p> <p>Working Group members felt that noise, height, and privacy are concerns when 3+ unit homes are placed within or near Main Street and transit station areas. Additionally, they are worried about changes in the culture of the community might accrue and that building designs might not fit with current structures.</p>
On collector streets
<p>Summary of Input:</p> <p>Working Group members felt that bike lane usage on collector streets would be further encouraged with higher density residential along these routes. However, Working Group members are concerned that collector streets in some locations are beside parks and green spaces that are important to residents.</p>
On corner lots
<p>Summary of Input:</p> <p>Working Group members felt that the exposure of frontage is better on corner lots than on mid-block lots. Working Group members expressed concerns that if corner lots are surrounded by single storey RC-1, development could impact the existing residents.</p>
On mid-block lots
<p>Summary of Input:</p>

Some Working Group members felt that given limited options for real estate and as environmental concerns evolve for cities, inner-city neighborhoods should be open to all forms and areas of densification where possible. Working Group members are concerned about having sufficient parking.

Adjacent to parks and community amenities (e.g., recreation facilities & libraries)

Summary of Input:

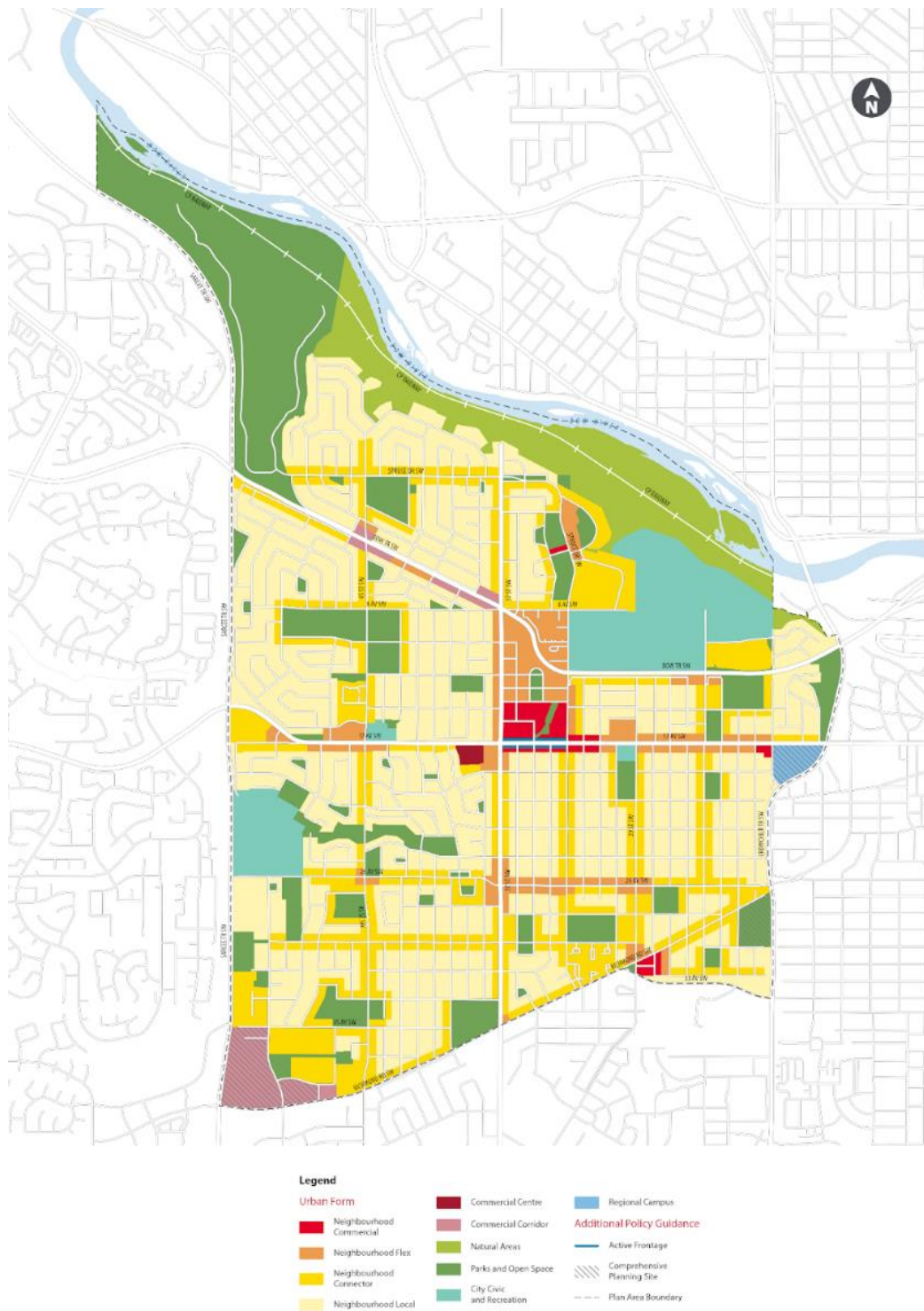
Working Group members felt that higher densities adjacent to these facilities will encourage higher usage of facilities, thus making them more economically feasible to build and operate. Also, 3+ unit homes benefit from being close to park space if built with less compromises to grade level private outdoor areas. However, Working Group members are concerned about having sufficient parking.

Near small-scale commercial shops (e.g., local corner stores).

Summary of Input:

Working Group members felt that having 3+ unit homes near small-scale commercial shops will increase the success of small local stores. However, there were also concerns expressed about having not having sufficient parking.

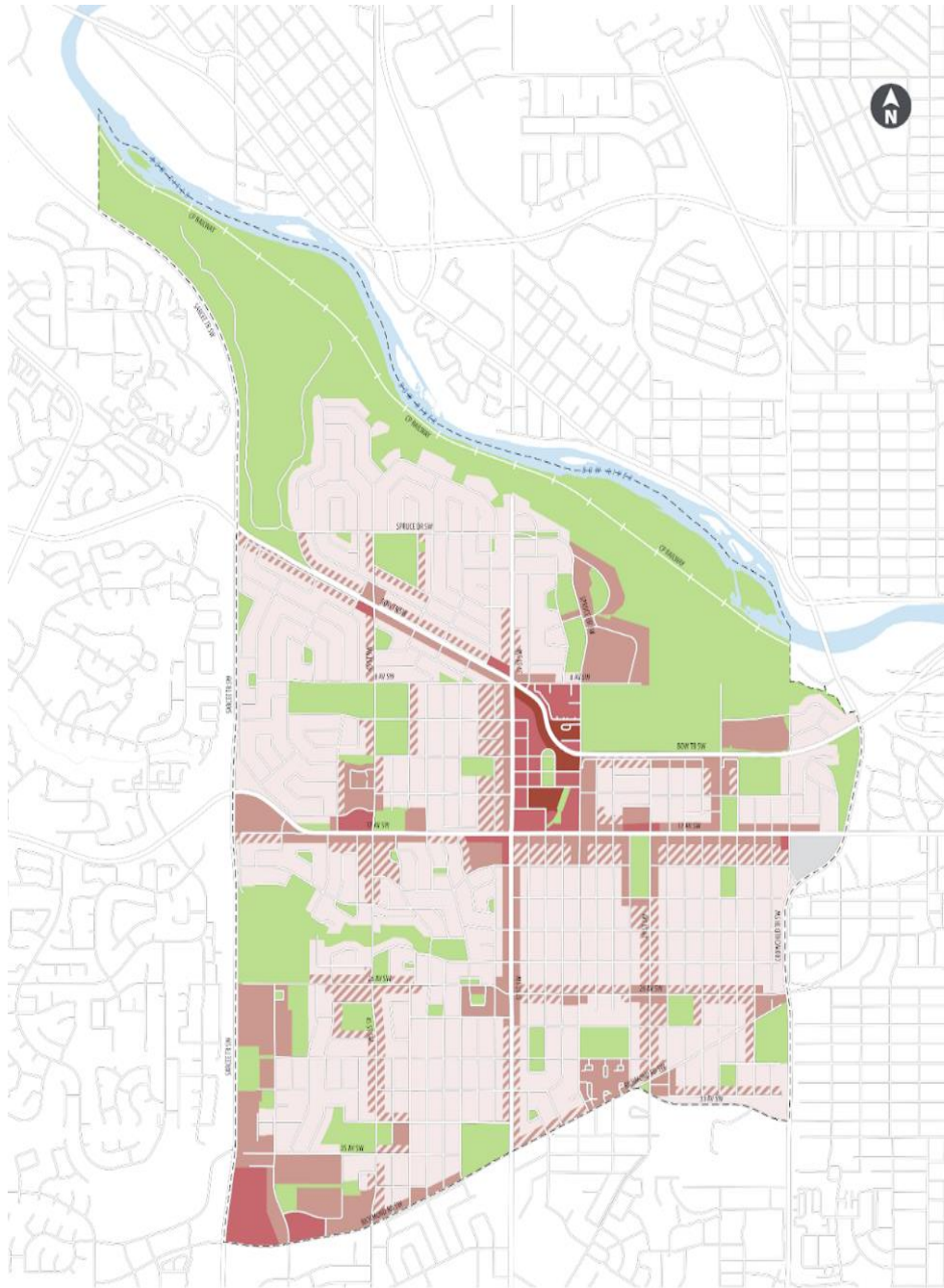
Topic 2: Draft Urban Form Categories Map and Draft Building Scale



Question: Did we get the Draft Urban Form Map right? If no, what additional changes should be considered, and why?

Specific suggestions were:

- Bow Trail between 33rd and 37th might be better as neighborhood commercial similar to the building scale map.
- The portion of 45 ST SW between Turtle Park and the 45 ST SW LRT station has potential to become a quirky small scale shopping strip with coffee shops, restaurants, galleries, local shops, etc.
- Removing yellow shading for 45 St north of Spruce Drive on the Urban Form Map. This will confuse community on what the perception will be allowed in this area, especially when comparing it to the Building Scale Map.
- Having a policy on smaller lot subdivision in place would be helpful, rather than relying on the rules of RC2.



Question: Did we get the Draft Building Scale Map right? Yes / No. If no, what additional changes should be considered, and why?

Specific suggestions were:

- If we put all the high rise by the 45th street station/bow SE corner, we would really get our density and make everyone happy.
- Go higher than 12 storeys above ground at Westwood Drive because everything else is basically untouched.
- High density forms near parks adjacent to side streets makes little to no sense from both a traffic and safety perspective-particularly those near schools
- Tall buildings with shops on street level in main street locations bring high density residential and commercial together with ease of access to transit.
- Low-Modified around the schools and parks in Westgate. This would increase variability in housing and potential local shops and services which are greatly lacking deeper in the community away from the bounding major roads.
- Building Scale map should acknowledge the existing zoning in place, given that the policy language is “up to” x storey. Specifically referring to the M-H1 zoning at the corner of 33 ST & Bow Trail SW that allow for 26m or 8 storeys. The “Mid” scale would be the appropriate category to ensure that existing entitlements are preserved.
- Lack of adequate transitioning from Low (6 storey heights) to Limited (3 storey heights). E.g., south of 17 AV SW the 6 storey heights on the west side of 37 ST SW back directly onto 3 storey heights on the east side of 38 ST SW.
- The area of higher density around the 45 ST SW station seems overly small, particularly to the SW of the station.

Topic 3: Investment Priorities

The topic of investment priorities focuses on projects that, when implemented, can help support growth in the Westbrook Communities. To help frame the discussion, we referred to the core values as listed below:

CORE VALUES	INVESTMENT PRIORITIES
Westbrook LRT station as a focal point	<ul style="list-style-type: none"> • Improve the quality of the public realm around the Westbrook LRT Station through wider sidewalks, enhanced pedestrian crossings, gathering areas and design for all abilities. • Ensure the road network facilitates efficient transit and bus routing around Westbrook Station.
Parks & Open Spaces	<ul style="list-style-type: none"> • Incorporate additional compatible uses in or adjacent to the Killarney Aquatic and Recreation Centre and improve the interface with 17 Avenue SW. • Upgrade spaces facilities at Optimist Athletic Park and Arenas to allow for year round activation and supportive uses.
Safe, comfortable mobility options	<ul style="list-style-type: none"> • Improve the streetscape and public realm within the Blue Line LRT, MAX Teal & MAX Yellow Bus Rapid Transit station areas. • Provide comprehensive and complete east-west and north-south pedestrian and cycling connections across Westbrook Communities. • Implement traffic calming measures that support safe and comfortable pedestrian and cycling activity.
Diverse housing types	<ul style="list-style-type: none"> • Enable inclusion of affordable housing units in new residential and mixed-use developments. • Co-locate of affordable housing units within civic projects.
Community identity	<ul style="list-style-type: none"> • Optimize the network of facilities, spaces and programming to serve community needs. • Enhance the functionality of community facilities and activation of outdoor spaces to encourage multi-purpose use that is accessible for all.
Open spaces and historic natural resources	<ul style="list-style-type: none"> • Encourage recreational opportunities in Edworthy Park and Douglas Fir Trail, while protecting and restoring sensitive environmental areas and steep slopes. • Provide opportunities for year-round gathering and diverse recreational activities to complement the primary use Shaganappi Point Golf Course.
Commercial activities and local business	<ul style="list-style-type: none"> • Improve the quality of the public realm and accessibility of Main Streets through streetscape improvements. • Improve the quality of the public realm around Activity Centres through wider sidewalks, enhanced pedestrian crossings, gathering areas and enhanced open space facilities.
Climate change	<ul style="list-style-type: none"> • Urban forest protection and enhancement on public and private lands. • Stormwater retention, mitigation and management strategies.

Question: Do you have any additional ideas for investment priorities that would help support growth and change in the Westbrook Communities?

Specific suggestions were:

- The development of proper protected bike lanes.
- City must act on the slow pace of the key area of the station lands.
- Racks for bikes on transit buses.
- A left turn/south bound arrow is long overdue at 45 Street/Bow Trail SW.
- Build at Westbrook Station (Ernest Manning site) before any density is increased in the western communities.
- Co-Op Housing and/or Affordable Housing at the Viscount Bennet site.
- Reduced Transit passes.
- A gondola line down 37th Street across to Parkdale, to connect over the river and bring both sides of the river together, especially for pedestrians.
- An inner-city indoor field house that provides a place for field sports as there is no facility like this in the inner city.
- Identify low volume streets that can either be closed to regular vehicle traffic and converted to wide tree-lined pathways or converted to woonerfs where people would have priority and vehicles would be guests.
- Raised crosswalks at intersections wherever possible to make the sidewalk network much more continuous.
- Plant trees in the St. Michael's school park near or work with the school to do so as it is currently an empty field with zero character than takes away from 45th Street.
- Improve walkability on the south side of Bow Trail from 45 Street to Westbrook Mall.
- Sidewalk/bike path along the north side of Bow Trail along the Shaganappi Golf Course.
- Turn the driving range portion of Shaganappi Golf Course into an outdoor amphitheater.
- Tactical traffic calming/pedestrian realm improvements associated with policy areas of higher scale/activity.
- Upgrade the park infrastructure next to Westgate and Vincent Massey to encourage a wider variety of uses and encourage people to go to the park beyond recreational sports.

Appendix 2: Phase 3 – Community Association Summary of Session Feedback

Westbrook Community Association Meeting(s) Summary

Below is the summary of the Phase 3 discussions we have had with the Westbrook community association representatives. We held 2 working group sessions in May and June 2022.

Meetings with community associations in the Westbrook Communities took place on May 24, 2022, and June 2, 2022

Topic 1: Small-Scale Housing

At these sessions, community association representatives were asked to discuss where 3+ unit homes are welcomed within the plan area. Below are the potential areas for consideration and the summary of input for each option:

Within or near Main Street and transit station areas

Summary of Input:

Community association representatives felt that parking is less of an issue if proximal to transit and will to limit traffic congestion and parking in the middle of the neighborhood that the infrastructure investment is already in place and would leverage infrastructure upgrades. Some community association representatives expressed concerns that with Increased size of property, neighbourhood may lose its charm and small community feel which makes Westbrook communities attractive.

On collector streets

Summary of Input:

Community association representatives support 3+ unit homes on collector streets if close to transit. Also, they felt that collector streets may have higher speed limits and therefore are better able to handle higher traffic volumes. However, there were also concerns expressed about safety and not having sufficient parking.

On corner lots

Summary of Input:

Community association representatives felt that corner lots have more flexible design options and often work better for already infilled streets as overlooking effects of 3+ unit homes is tough for communities with bungalow building type. Community association

representatives expressed concerns around increased parking pressure and icy street in an intersection due to shading on corner lots.

On mid-block lots

Summary of Input:

Some Community association representatives felt that 3+ unit homes on mid-block need more granular bylaw direction on. Several Community association representatives expressed concerns about increased parking pressure and safety issues.

Adjacent to parks and community amenities (e.g., recreation facilities & libraries)

Summary of Input:

Community association representatives felt that higher densities adjacent to these facilities will encourage higher usage of existing open spaces. Also, community association representatives shared concerns about road safety and parking and shadowing

Near small-scale commercial shops (e.g., local corner stores).

Summary of Input:

Community association representatives expressed that higher density and mixed use linked to commercial is good on main corridors and supports local business. Also, there is potential for significant height density on existing commercial properties such as at the corner of 37th & 17th. However, some Community association representatives felt that commercial business needs to be a neighbourhood amenity and have a clear purpose and focal point such as a grocery store or a restaurant.

Topic 2: Draft Urban Form Categories Map and Draft Building Scale

Question: Did we get the Draft Urban Form Map right? If no, what additional changes should be considered, and why?

Specific suggestions were:

- The large Salvation type conglomerate Across from Killarney pool is missing on map.
- In Shaganappi, swap downzoned 12 Ave Neighbourhood Local west of 27th St with 17th Neighbourhood Flex east of 25A St to come closer to existing policy without decreasing density.
- In Westgate density around the park, schools and community hall is not acceptable.
- The flaw in this proposal is painting every community with the same brush. There is still a very strong desire to maintain the integrity of an RC-1 neighbourhood in Glendale while identifying key areas with great potential for higher density development in Glendale.
- A collector for density on 26th Ave in Glenbrook parallel 28th Ave is maybe too much all the way to 45th St.
- Neighbourhood commercial in the centre of Spruce Cliff need to be Flex (residential facing south - commercial facing north. The street shown on the plan does not exist on the south side.
- Reconsider the potential Corbusier sunless little park amongst the towers in the centre of the original Westbrook local area plan. Make it way bigger or move it to the perimeter or do both.
- The area along 12th Ave in Shaganappi west of 26A to 33rd Street has been significantly “down densified” from policy in both of the previous plans to Neighbourhood Connector/Low-Modified, particularly at the corner of 33rd, but between 27th and 33rd also. 5 stories are already contemplated.
- Westbrook Local Area Plan is either too ambitious (at the mall and school site) or too general (concerning how 33rd is developing). This policy needs a refresh here.

Question: Did we get the Draft Building Scale Map right? Yes / No. If no, what additional changes should be considered, and why?

Specific suggestions were:

- 12th and 17th zones - although downzoning from our current plan to Low Modified now starts at 29 St instead of 27th St.
- 6 storey east of 36th on 8th Ave is too high.
- The east side of the 12th Avenue strip in Shaganappi has blocks oriented north to south, and some indication of the number of lots covered by the Neighbourhood Connector/Low Modified/Low shadings would be useful.

- A Low building scale category has been re-introduced, after being eliminated previously for good planning reasons in Shaganappi by the Main Streets team, on 17th Avenue, east of 25A Street all the way to 22nd Street:
 - a) For the area between 26th and 24th St, very new Main Streets policy zoned these as MU1, with a 16m height modifier. The 4 stories thus contemplated in that policy was to address the potential impacts in an area of the community that is only one block wide with already well-established successful streetscapes. The concern was that a 6-storey building would dominate the blocks there; 4 stories would fit the context of the street.
 - b) For the area from 24th to 22nd St, the Main Streets team elected to leave that alone as there was uncertainty to the potential impact of any plans the Feds might have for the Tecumseh site directly across the street.
- The Neighbourhood Connector urban form around Shaganappi Park is not fitting.
- The entire length of 45 Street should all have a similar scale.

Topic 3: Investment Priorities

Question: Do you have any additional ideas for investment priorities that would help support growth and change in the Westbrook Communities?

Specific suggestions were:

- Tax incentives for developers to speed up the process at Westbrook.
- Alley upgrades might be cheaper than widening sidewalks to accommodate better walking and wheel paths.
- A left turn arrow at 45 Street to proceed south on 45 Street from Bow Trail.
- Think of ways to link the formal city athletic facilities with neighbourhood green spaces.
- Incorporate residential development above Westbrook Mall. Same kind of development could happen in the commercial space at 37th and 17th Avenue, and at AMA site.
- Facilities such as 2nd stage women's shelter, small group homes, Calgary Housing, etc.
- Upgrade Optimist arena and add an additional rink.
- Improvements and annual maintenance to Douglas Fir Trails as it is becoming unsafe.
- Funding and construction of overpass at Richmond Road and Sarcee Trail SW to service commercial corridor at Richmond Square.
- Funding and construction of Richmond Road main streets projects from Sarcee Trail and 37 St. SW.
- Twinning of Richmond Road SW from 37 Street and 29 Street SW
- Funding and construction of pathway system around Richmond Square commercial area.
- Increase transit services on Richmond Road.
- Funding of parks to accommodate the increased usage with the increasing density.
- Traffic calming on Windemere Rd from 45 St to Spruce Dr, on Spruce Dr in Playground zones and on 45 St between Bow Trail & Spruce Dr.
- Pump track in Wildwood Park or near Edworthy park.
- Skate/Scooter Park in Westbrook LAP area.
- Longer walk light on Bow Trail SW at 45th Street SW for school kids to be able to cross street safely.
- Safe intersection at Bow Trail and 37th Street, wider sidewalks on 37 Street north of Bow Trail, marked crosswalks in Spruce Cliff.

Established Area Growth & Change Strategy - Public Realm Investments

Question: Which of these candidate projects would be most beneficial and create the largest impact? Why?

Summary of Input:

- Support walking, wheeling and intersection improvements.

Question: Which of these projects would be least impactful? Why?

Summary of Input:

- Shaganappi winter golf improvements will address a limited group.

Question: Do you have ideas for projects that you want us to consider for future phases of funding? If so, what are they?

Specific suggestions were:

- Engineered Walkways - lighting and surface replacement Spruce Cliff at approx. alignment to 4th, 5th & 7th Ave., wayfinding signage
- Traffic Calming - Spruce Drive between Bow Trail & 8th Avenue and 37th Street north of Bow Trail
- Sidewalks on east side of Poplar Road, Spruce Drive - north /east side at road Curve Cedar Cr north to 35A Street
- Active mode links along Bow Trail north side and Shaganappi Golf Course.
- More multi use activities on Shaganappi Golf Course - beyond winter season such as linking it to Bow River pathway south side of river recreational corridor
- Pedestrian links north along Spruce Dr to Entrance to Quarry Road Trail off Cedar Cr SW - link to river pathway.
- Active mode crossings for Bow Trail from 37th St SW
- The road at Edworthy Dog Park is deteriorating and needs attention. Edworthy Park could also use some additional amenities.
- Re Envision social housing campus site like Shaganappi Village to be a more financially viable operations with better progression outcomes for residents
- The plans for Shaganappi Golf Course, are too limited in scope. This site could become a regional attraction with a larger investment in a landmark facility, with incredible views, and might benefit from a private partnership. Clubhouse when explored previously was not pitched as a general regional amenity, but a limited use facility for golfers only. It

could be a general-purpose convention facility fully served by its own station for corporate offsites and weddings which could generate increased revenue.

- Identify emerging pedestrian corridors, which might be better for walkers rather than cars. E.g., 14th Avenue connects the entire community of Shaganappi, shortcut alleys already serving as significant pedestrian routes in Shaganappi.
- One issue is access to Shaganappi Point station from Killarney - consider improving CPTED and the attractiveness of existing north/south alleys as sidewalks are already too narrow on 26 St collector to support access from south.

Question: What are your observations related to growth and change in your community? What areas of your community experience the most usage with respect to streetscapes, parks, or public spaces?

Summary of Input:

- Sidewalk work has not kept up with the infill achieved density to date in Spruce Cliff.
- Rail crossing- from south Bow River pathway to Douglas Fir Trail & up slope communities.
- On Spruce Drive the painted bike lanes are not seen as safe for recreational users and segregation barriers needed.
- In Westgate school parent drop off and pick up and sport usage - playgrounds used year-round in school areas.
- Some green areas in Westgate are used by residents for sitting and relaxing so picnic tables might be useful there.
- Many cyclists utilize 45th Street corridor to gain access to Edworthy or downtown.
- Edworthy park is high usage, and traffic calming would be appreciated in Wildwood or maybe an entrance off Bow Trail.

Appendix 3: Phase 3 – 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: Small-Scale Homes

Where could small-scale 3+ unit homes be welcomed? Explain why you chose the options you did and why you didn't choose the others.

- Only in Main Streets, possibly by the C-Train station, although not sure where. Definitely not mid-block, corner lots or adjacent to parks, schools, etc. In fact there appears to be no location within the community where this could go. We have traffic and other issues that must be dealt with prior to increasing density. Crime associated with the 45 Street LRT Station is a problem, daily we have individuals breaking into vehicles, yards and garages. Clean up the crime before adding more individuals to a community that has had to deal with the negative impact of LRT. Traffic is another concern, with no parking at 45 Street station our community has become a parking lot. Leave the density to 37 Street & Bow Trail. Westgate has enough to deal with, once a very quiet community, we do not need further disruption to our family friendly community. Density will destroy the culture and makeup of the community. Build out the old Ernest Manning site prior to any increase in the RC-1 communities.
- There is a distinction in lot coverage, stormwater, parking, noise, waste and loss of mature landscaping associated to anything other than single-family detached. It is irresponsible to push these challenges off to the DP level rather than talking about how these issues will be addressed. I would rather see you include higher densities along major thoroughfares than incrementally destroy the function and character of these mature areas. Existing trees are absolutely NOT valued when lots are redeveloped. By allowing these increased densities essentially everywhere, the folks who have bought modest homes but value larger green yards (often for the purpose of habitat or urban agriculture) will gradually move further and further out to get those spaces. You will get the opposite of what you aspire to with your densification goals. Affordability is a red herring too. The cost of a condo in a lesser nearby community is on par with the value of my home. Please do not site these around parks.
- Parking and traffic flow remain huge concerns in these neighbourhoods. Housing with greater density makes sense near train stations.
- Please do not develop along green spaces such as Spruce Drive.
- Aging in place through a variety of options is desirable in our communities
- LRT safety around Westbrook station is a concern. Please develop barricades and turnstiles to allow only paying customers in the C Train stations. This would have a huge impact in the communities of Westbrook.
- There is not enough parking in most areas to accommodate these type of units- especially mid block or corner lots.
- Having these adjacent parks (used for soccer, softball etc) would make parking even more difficult than it already is as they are reliant on street parking for participants.

- My first comment is to say I think it is disingenuous for the city to re-classify a "small scale home", something that would once to be considered as a single family, to now include everything up to townhouses. I live in Wildwood. We moved from Killarney to escape the densification the city has done to that area. The roads there are packed with cars, we couldn't even park in front of our own house. Driving up the street you have to pull over multiple times to just let other cars through. Crossing the street while walking the dog you'd have to peek out through the line of cars on either side, tons of cars running up and down the street, it was unsafe for adults, I can only imagine for children. Our basement continually flooded, and streets flooded due to reduced land in the area to absorb water. I do not want this for Wildwood! I support these homes on the main streets only as the streets are wider and may accommodate the increased traffic.
- These main routes are ok. Small scale 3plus unit homes are not welcomed in the community of Glendale proper by the community members. ALL of Glendale, including 45 street, 26 avenue on the north side and 37 street on the west side should only remain single family detached homes. More density around Westbrook area is fine as it is already developed and needs something other than open space. Glendale proper is a beautiful community and residents DO NOT want anything other than single detached homes within the community.
- Because in Glendale we want a single family home community
- IN Glendale we want a single family dwelling community
- I don't want you taking perfectly good homes down in my area! Those above areas make the most sense!!!!
- Not in Spruce Cliff, there are too many apartment building already in the neighborhood. This generates too much traffic and parking problems in the area
- We don't like the idea of 3+ unit homes in Wildwood. We bought in this area specifically for the quiet streets and proximity to walking paths. Adding these types of buildings would only add excess traffic and most likely increase crime due to more people being in the area. We live on Wildwood Drive and put a lot of money into renovations to our home, we do not want to have our Neighbors building these types of properties as it will significantly decrease the value of our homes.
- I have experienced 3+ housing already in Killarney and it causes additional parking and safety concerns. The houses are built with such small garages and with only one per unit that no one uses them. This increases parking on the streets considerably and creates multiple blind spots for children crossing the street. The density has gotten so bad that people are now having disputes over parking. The one garbage per dwelling does not work to minimize street parking. Killarney streets are already slim and especially on 26st which is considered as a potential street to accommodate multi dwelling housing. It is busy already due to the access to Bow Trail and vehicles already have to pull to the side to let others pass. I am full against 3+ housing and especially on 26st due to safety concerns, road logistics and density. I would appreciate this comment being used as I have yet to see an opposition comment in the literature. It all reads as if everyone is for it which is not true.
- There are larger buildings already along 17th and 37th. These streets are mainly used by cars and contain no schools. They are well suited for this type of development. The other areas listed are absolutely inappropriate for this type of development. Most of these communities are bungalows and would be dwarfed. Further, traffic and parking is a huge concern. We have seen buildings in marda loop and just west of Crowchild

where parking requirements have not been adhered to. By schools and parks would only put children in danger with increased traffic.

- Parking is tight already, it's ridiculous to prioritize affordable housing with existing communities when we're already at capacity and there's no ability or desire to increase ridership of unviable public transit. This is just one more way for the city to steal taxpayer money and run it into the ground.
- Utilizing down town core where Increasingly high vacancy rates of buildings/office spaces could stop urban sprawl and has infrastructure and transit already in place. Existing buildings would be cost effective and could be reconfigured to all types of living formats, multi businesses, used for vertical gardening, cultural events, and recreation. The total package solution and inner city at its best model.
- By definition, 3+ unit homes is problematic because it does not define the maximum number of units. The document suggests 4 units (fourplex) but this is not made clear, in my estimation. Regardless, a three unit, 3 story home on a current single family lot (formerly designated as R-1) is NOT acceptable, in my opinion, in any of the so called Neighbourhood Local areas.
- They are acceptable:
 - on main streets (not just near to them because that becomes subjective) and within a block of transit station areas
 - on corner lots adjacent to collectors (what are collectors defined as; in this case Document is not clear?). I would understand that this allows for up to four...(to be continued)
- This is where the cheapest land and lowest quality housing stock often exists at the moment, so affordable to redevelop and minimizes impact to the core of the communities
- I think this question needs to be directed at the individual communities. Rosscarrock, for example, has been experiencing the redevelopment of much of its community. There are now single story houses in the middle of the block surrounded by much larger developments. I am hopeful to keep the integrity of our community.
- Higher density is better, short commutes and better for the environment.
- Utilizing down town core Where increasingly high vacancy rates of buildings/office spaces could stop urban sprawl and has infrastructure and transit already in place. Existing buildings would be cost effective and could be reconfigured to all types of living formats, multi businesses, vertical gardening, cultural events and recreation. The total package solution and inner city at its best model
- Row houses and Triplex and fourplex on larger corner lots and collector streets to lessen street traffic congestion, low modified area it would seem
- More affordable housing such as multi family choices makes sense to be close to amenities which leaves people who enjoy the privacy of their single family home.
- I did not choose the others because small scale homes fit well in any community not seignated as RC1.
- Utilizing down town core where Increasingly high vacancy rates of buildings/office spaces could stop urban sprawl and has infrastructure and transit already in place. Existing buildings would be cost effective and could be reconfigured to all types of living formats, multi businesses, used for vertical gardening, cultural events, and recreation. The total package solution and inner city at its best model.

- On a case by case basis. Please limit small scale homes to secondary suites and laneway homes for properties adjacent to green spaces to preserve the older community aesthetic, urban canopy and existing streets scape. Semi-detached and duplex homes are reasonable to consider in proximity to neighbour hood connector routes/ main traffic and transit corridors. Row houses, triplexes and fourplexes should only be considered on a case by case basis.
- in the Wildwood community all lots are zoned R-1. That is why we bought our houses and live here. If you want to arbitrarily change everything then the city owes us all money in compensation. Also, it is my understanding that nothing is changing for the rich in Mount Royal, Elbow Park, Britannia... I see lies, deciet and hypocrisy here! I see potential for a lawsuit against city council, the mayor and city urban planners. What's good for us is good for them too.
- Building them adjacent to schools and parks is a safety concern by increasing traffic and parking. The SCHOOLS should have been marked on the maps, (this was mentioned in an earlier phase), the maps provided give the impression that there is more "green space" than there is and is misleading. Budilding up higher density around train stations and commercial space make sense and encourages use of the train and less need for driving for some services. I would rather have groupings of high density on the edges of communities rather than change the feel of each street in the community. Parking is a big issue, the street illustrations do not even show ANY traffic - which of course would increase drastically. Children are safe to cross our street and play currently without the view being blocked by dense parking & traffic. The illustration of the street (50-70 years after 1960's build) seems to show less houses (so people would be buying additional lots which doesn't seem to be accurate)
- It feels appropriate to put these types of dwellings in places where you don't need a car. 4x the cars on small side streets is not ideal.
- 3+ unit homes require more vehicle parking than a single family home. These units are typically only built with one designated parking space. This means each unit has 1+ additional cars parking on the street. This excess permanent parking can only be accommodated on the outer edges of a community. If these units are placed mid block the community risks becoming a street full of vehicles aka Killarney.
- The city must take steps to ensure there is room for parking for the extra people that come with density. The locations I've suggested (corners, near transit) help alleviate that.
- Too many cars in neighbours and the density is already high enough.
- Would like the community of Spruce Cliff to remain lower traffic and low construction. This area is a gem in Calgary and shouldn't be disturbed too much. Especially green spaces - keep developments off of existing green spaces. Leave the land be.
- too congested on the neighborhood streets. Parking issues etc.
- Small scale homes should be located only on the above. Three story homes are too high and not necessary. Any feeling of outside space and 'room to move' is lost. Also important to note that not all inner city neighborhoods need to be the same. Glendale does not have to be like Killarney. Present single family bungalows in Glendale should remain as they are. People moved to the area for a reason- and have maintained and improved the properties over the years
- Please limit small scale homes to secondary suites and laneway homes for properties that are adjacent to green spaces to preserve the "older" community aesthetic as well as

the urban canopy and streetscape. Semi-detached and duplex homes are reasonable to consider in proximity to neighbourhood connector routes and main traffic/transit routes as the resulting increase in parking requirements may be less of an issue on these main routes. Rowhouses, triplexes, fourplexes and larger should be considered on a case by case basis only in areas near large main streets and transit station areas but only approved if sufficient off street parking is included in the development and the 3 storey nature of the buildings do not negatively impact adjacent residential property owners in terms of shadowing and their overall ability to enjoy their properties.

- Types types of buildings should only be build along major corridors as they obstruct other residents views, congest parking and roadways that are already narrow due to increased density and this makes it noisier and less safe for residents living nearby. We didn't move to these neighborhoods to have large builds built next to us that block sunlight, airflow and result in way too many garbage and recycling bins in the alley ways. It's hard enough getting in and out as it is.
- homes with 3 or more units increase the amount of people times 3+ so there fore should be built where busier streets are and close to transit stations. increasing the number of dwellings makes things crowded and really very unappealing to nice quiet neighborhoods. so building extra homes is going against why people buy and live in those areas. building 3 + unit homes seems more like a benifit to developers and home builders rather than the community.
- Very much worried about parking and congestion in our area. The density is already high and don't see the need to cram more homes onto mid-block lots.
- I'm not in support of 3 or 4 story units in Wildwood on Spruce Drive, corner lots, across from the school and park or on any other street. There are already too few inner city communities left with single family housing. If we are advocating for a mix then why do all the communities have to be the same?
- Affordable housing and condo living residents want/need convenience and accessibility so close to transit and commercial real estate would be beneficial. Especially if we are considering older residents who choose not to drive or would rather not drive far for their needs.
- None. Densification is not always a good idea. More people equate to more noise, more traffic and garbage.
- By bringing these units into Wildwood we would lose the charm of a well established community. There's already enough newer communities that support these types of builds continue to occupy those spaces.
- Semi-detached homes already add enough density on mid block lots. The streets are already full of parked cars, and with 3+ unit homes mid-block, parking will become unworkable. There is already 3+ unit development on corner lots, and the parking seems more workable there. I'm not sure what you mean by collector streets - is this the same as "neighbourhood connector" in the brochure? (please use the same terminology everywhere, it is confusing!). Neighbourhood connectors are every 4th street in my neighbourhood according to your map - this is too much 3+ unit housing if allowed on all of these connectors.
- Wildwood is a charm is based on the beautiful tree, quaint homes and nature. Putting attached homes, etc will lose the charm of the community and protecting the environment. There are enough communities with 3+unit homes. I chose to live in this community bc of the zoning pre this discussion.

- These are main corridors that typically have wider roads which can accommodate more traffic and parking which is important because these units do have families that can have more than 1 car. Other locations have much narrower lanes which can result in traffic congestion (volume and parked cars), poor visibility around corners and back alley lanes (safety corner), increase noise, become a safety issue for young families and older residents walking around the neighborhood. These buildings would be an eye-sore in other locations and negatively impact the look and feel of the community. These large buildings will obstruct light, reduce green space, increase traffic, increase parked cars, clog up alley ways with garbage and recycling bins and make accessing these back lanes even more difficult.
- I don't support subdividing of lots to allow for 3+ unit homes within these Heritage Neighbourhoods. Heritage includes, but is much more than preserving old neighbourhoods which this city as already lost many of. Additionally traffic is already problematic from main roads into these neighbourhoods. Before I would be willing to consider supporting these the city needs to conduct work on Bow Trail & 45st, Bow Trail & Sacree, 17th & 25th at a minimum. The changes made to 37th st have only resulted in more congestion so I don't see how we can increase density if we don't improve traffic in the area.
- Best fit for functionality, aesthetics, and good circulation.
- Beside Bow Tr, East of Shaganappi golf course, on 33 St between 17 Av Sw & Bow Tr, on 37 St SW south of 17 Av SW. Please do not tear up the Srs' condos on Hemlock Cr SW & Spruce Dr as it will destroy the already plummeting property values in our area. Plus, it will displace vulnerable srs & then impose unreasonable rents on a newer 6 story bldg. Also, we don't need another medical-centre in the area, nor a fast food venue. Keep traffic low & keep this as a valuable quiet neighborhood.
- I chose to purchase my home on 25 Street (3200 block) 10 years ago because I wanted a single family home neighborhood, quiet streets and parks. The current proposal would take all those things away and essentially force me out of the home I planned to spend my retirement in. I know all my neighbours feel the same way. The only place I would welcome this kind of development is on a main road or near existing commercial businesses. I understand why the Viscount Bennett school property would be redeveloped, but I would want to see single-family homes in keeping with the existing neighborhood. The proposed plan is NOT what I signed up for and invested my hard-earned money in.
- These are main corridors that typically have wider roads which can accommodate more traffic and parking which is important because these units do have families that can have more than 1 car. Other locations have much narrower lanes which can result in traffic congestion (volume and parked cars), poor visibility around corners and back alley lanes (safety corner), increase noise, become a safety issue for young families and older residents walking around the neighborhood. These buildings would be an eye-sore in other locations and negatively impact the look and feel of the community. These large buildings will obstruct light, reduce green space, increase traffic, increase parked cars, clog up alley ways with garbage and recycling bins and make accessing these back lanes even more difficult.
- These types of developments should be used sparingly in the residential areas because if there is too many of them it changes the character of the community too drastically.
- No find of small scale units

- I feel that most of these communities were never designed for the additional density that is proposed as a whole. I think having designated areas that are on main streets like 37St or Bow Trail make sense but having 3 story townhouses midblock in the middle of the community is not something I support. Diversity and choice are also important and going forward with changes like these will result in the end of any bungalows in these areas. It is important to be able to choose from different housing in an area and single family bungalows/single family 2 story homes should be included in that choice.
- Traffic, parking & privacy are a concern with tall 3+ unit homes, which is what developers would most likely build as there is more profit. Options selected are areas expected to already have taller buildings with higher traffic levels & should be set up for higher traffic and/or easily upgraded to accept higher levels of traffic without or minimal impact to surrounding areas. Also, aesthetically speaking, taller buildings would fit in better amongst other taller structures. Did not choose mid-block lots or collector streets as there is less street parking along those lots. Would be acceptable if there is parking on the lot like car ports or garage. Did not choose adjacent to parks etc. as I'm assuming schools & playgrounds are grouped in this. Don't want increase traffic in these areas.
- I think that specific communities should be designated for higher density and it should be based on proximity to the train lines. Something to be considered as well is that condo or apartment buildings over 3 stories should be required to have a certain amount of retail space on the main floor so that communities are more walkable.
- Keep these types of home on busier streets and larger (corner lots) to maintain existing sense of community in the area, and maximize safety for children playing on front lawns.
- The area already has congested street parking that makes it extremely dangerous and a pedestrian walking or a driver. Increased density anywhere other than main streets would exacerbate the safety concern.
- The size and look of 3+ units on mid-block units does change the look and subsequently the neighborly feel of the street to be more crowded and less welcoming.
- On-street parking is directly impacted by the decisions being proposed and should be included in the scope of the planning. An increase in density of units will result in an increase in density of parking. Busy streets lined with parked cars does take away from the open, friendly concept needed to encourage people to move into the neighborhood which is a focus of the area plan.
- With respect to the Westbrook communities local area planning, I see the City has the following comment: "Today, a single-detached home can be built up to three storeys in any residential area without the need to change the zoning". This comment is not actually true. I live on 25 St SW, and my area is not allowed to build over 1.5 storeys per a CP/CN (?) zoning restriction. I do not support a rezoning effort that would allow my community to go from a 1.5 storey max to a 3+ storey max.
- First, you used two make-up examples that are not the real voices of local residents. As a family in single family house here, we don't welcome small scale homes as they destroy the community that we love here. It will become less safe as diversity increases and this place will no longer be good for kids. For elder people, the reason they like to stay in this community is because it's what it is. You change it, they won't like it anymore. Elder people like peaceful environment, not crowd, not fancy but expensive restaurants and stores. Yard work is what they like. This is defilement of public opinion! You want to swap the elders big lot and house with a small apartment? What a great deal! Even think about building them at the parks? to block all the green views? to destroy the

environment so wildlives lose their homes? so coyotes run into residential areas and hurt people? Local corner stores and near school? You want students to visit the drug stores?

- diversity and increased density where traffic corridors are established to handle increase in volume supports usage of transit and local commercial enterprise these locations tend to have fewer trees than other streets therefore redevelopment would minimize the destruction of mature trees for example, increasing the footprint of housing on every corner lot in well treed communities would require removal of mature trees
- Killarney is a very dense neighborhood, where families, grandparents and single people can all live. The proposal to have 3 storey, 4-unit buildings on mid block lots and continuing to have them on corner lots will quadruple density. This is a fundamental change to the nature of the neighborhood, making the community less desirable. It will drive out many people, including our family.
- Why is Killarney the target for this densification? Are we the sacrificial lamb for the urban sprawl that the City of Calgary keeps approving for communities like Mahogany, Walden, and Tuscany? Why are inner city communities like Mount Royal, Britannia, Elboya, Elbow Park, East Elbow Park shielded from these heavy-handed city tactics? It is clear it is their affluence, status and therefore influence at city hall. The equity considerations of lowering the house values in an economically divers neighborhood, instead of communities containing the most affluent and influential Calgarians should be considered.
- In regard to area at 26 ave and 45 st sw, there is high concentration of schools , parks, bike paths and playing fields so 3+ would contribute to further traffic congestion, parking issues, litter and most importantly Safety concerns for children and their families who walk and drive to area schools. I have already witnessed many near tragic misses whether it be between cars, car vs pedestrians and even car vs bike. Already Gladys Ridge Rd is being used as shortcut with excessive speed and failure to heed stop signs. As this is right between 17 Ave and Richmond Rd where there is already ample commercial and residential opportunities, it is a walkable distance to both areas, that is for the minority portion of the year that encourages walking. Our Northern Climate simply does not make that feasible for a great portion of year, especially with unplowed streets and sidewalks
- This community still wants smaller bungalows - along Bow Trail, 33 Street & 37 Street would be good spots for higher density. Is it possible to have architectural guide lines for builders and developers
- The increase in traffic due to increase density is a safety issue around schools and parks. If near larger commercial shops and transit residents can walk. Do best not to increase car traffic.
- My number one concern with small-scale homes is the ratio of people and cars to the available space. Having lived in an area with all small-scale homes, there was NO parking despite the fact that garages were available and it was NOISY. More people = More noise and disruption. The City needs to leave some spaces that are not "densified" and single-family homes are not the enemy
- By building here it keeps the essence of a community with parks and schools
- Mid-block disturbs those on either side, particularly if 3 story as suggested. Those on either side will have no privacy and depending on which side, no sun either.

- Small scale 3+ units shouldn't be constructed in mid-block areas. Never enough parking space: too much vehicle traffic on streets not designed to handle the density
- I think they can be welcomed anywhere in a general sense. But they should be considered on a case-by-case basis and not have a hard-and-fast rule applied.
- 3+ unit homes don't have any character and would diminish the value of the neighborhood.
- The charm and appeal of Wildwood is the old grow trees, wide streets and quiet neighbourhood due to the lack of through traffic and undesirable attention. The dynamic of the neighbourhood has been built on the idea of quiet enclaves within the framework of a centralized suburb. Adding any high density living or mixed use facilities will only serve to erode what little original peaceful neighbourhoods are left intact. Using University Heights as an example, the addition of construction and high density living has attracted more petty crime and traffic challenges concerns. Having grown up in this neighbourhood it pains me to watch other great neighbourhoods succumb to this directive. If there is a desire to add stores or mixed use structures within wildwood, it certainly is not supported by the owner population. Defend Alberta Parks and Green spaces. Defend, wildwood.
- It makes sense to build up density in and around the LRT, as it is becomes a more viable and attractive transport choice because of its proximity
- It is already difficult to park on our streets with Infills, adding further four-plexes on corners and now adding further density is just compounding the problem with two car families moving into these new homes with one car garage. I have difficulty finding a place to park in front of my own house. Does anyone on council actually live in the neighborhoods they are trying to add more housing to?
- Keep our neighbourhood limited single-detached, semi-detached and duplex homes. If I don't have parking in front of my own house I will lose my mind. Please, I don't want anymore houses larger than a duplex. Even those are pushing it, as families often have numerous vehicles yet only a single car garage. I love my neighbourhood because of the older houses, and all the character they have. We don't need more cookie cutter house squished together on a single lot. It's insanity.
- Overcrowding if parking and amenities on mid block
- No one and I mean No one! wants a front to back (2 street entrances) four plex built beside them.. Simply put it would mean a drop in property value and lack of privacy back yards... That being said it has been the practice for the city to approve these for several years now. So it should be expected near main roads and commercial properties, but Not in the middle of the community or block.. This not even be a potential option.. Name one city councillor that would want this type of development beside their home..
- 3+ unit homes in our area creates higher density where infrastructure is not available. Parking on our street is difficult as it is, as many homes only have a small garage and cannot fit vehicles from most 2 adult homes. I think keeping those multi-unit homes in areas where additional parking would be available can help to alleviate parking issues mid-block. I also worry about too many high-density housing projects on our streets that remove the heritage look and feel of our community and bring in even more people living where infrastructure is not in place to get people in and out of the community easily . 17th Avenue has been under construction for SO long now and getting into Killarney is difficult. Issues with roadways and limited access routes in and out, combined with more

traffic means more congestion, higher carbon emissions, higher rates of crime in the neighbourhood and more frustration for those of us living here now.

- Small scale homes on mid block lots would be toooooo dense - let's put them where they make sense and don't create places where they are tooooo dense!
- I believe generally larger feeling lots that border city green spaces are good for multi-family homes. It leaves more room for natural light to reach existing homes on the block and also allows new residents a bit more green space to enjoy. Plus the new build will have better views and not just paved hardscapes and garage/neighbour's walls.
- Current land use bylaw zoning in our neighborhood of Spruce Cliff is R-C2 which allows single detached, semi-detached or duplex homes. Properties were/are purchased on this basis and so this restriction should not change as to do so will directly impact property owners neighborhood expectations and housing investment. That said, I would be open to considering increasing density with small scale 3+ unit homes along 'collector' streets which, in Spruce Cliff would, in my opinion, only include 37th Street and Spruce Drive. If not already a development/building code, it should be required that every housing unit have at least one available, dedicated off street parking space.
- We don't need any more densification of this neighborhood until the city sorts out the absolutely disgusting amount of vehicles parked on the roadways. It's a nightmare trying to walk or bike through the neighborhood with the insane amount of cars parked on the road. Even driving through the neighborhood is dangerous- with cars parked on both sides of the street, there is not enough room for vehicles to safely move in both directions.
- In effect you are proposing that all communities can be rezoned as a minimum R-C2, M-C2 or M-CG. Stop introducing highly controversial concepts with no public input. You did this with "Community Focus" in Phase 2. It appears there was not much concern from the study groups, yet in the "What we Heard" report there were 64 pages of strong public opposition to this. This clearly shows how out of touch you are. There must be meaningful public input. 3 weeks over the summer is totally insufficient, but then I expect you are doing this on purpose. As well there must be the option for different zoning in the communities involved. One plan does not necessarily fit all. You are rushing this process through without adequate public input & support, so you must slow this down and for a change not just consider but incorporate what people are saying.
- All can be welcome but need to take into consideration parking, waste and traffic. We have seen a few 3+ unit homes going up along Richmond Road that have single car garages that NO BODY uses as they are small, difficult to enter from the alley and have a steep entry. Instead the residents park on the busy street - large trucks with double wide tires, etc, and I have seen garbage trucks and cars unable to pass, limited/poor snow removal, etc. Not mention two very exposed eye sore, waste bins over filled...leaving garbage to blow around the community, It makes the whole area look terrible. The city needs to hold developers accountable to ensure these type of details are taken into consideration and upheld. Our little parcel, the wedge, only has one main exit and the city needs to have a plan for traffic as it works to increase density - and telling people to take the bus is not dealing with it.
- These types of homes make sense closer to main streets and transit station areas. Other than that I think it greatly depends on the neighbourhood and how it is set up. Just because on paper it looks you can build a multi-residence structure on a piece of land doesn't mean it will be something that fits the needs and lifestyle of a buyer, or that it will work with the existing infrastructure. For example, there are lots of corner lots in

Westgate that could accomodate a 4plex but are configured in a way that wouldn't allow both the residence structure & the required number of parking spaces

- corner lots allow for ample parking options; additionally so does public spaces
- The smaller residential streets do not support increased traffic flow of a higher density redevelopment. Increased lot coverage for higher density means cutting down parts of established urban forest, increasing pollution as well as water runoff.
- It feels weird to have them in the middle of a street, mostly parking-wise. I like them tho? And they are an important part of inner-city development.
- The biggest concern is about increased parking pressures in a community. Being close to main transit may attract people who would opt not to have a vehicle. If 3+ small-scale residences are built mid-block then it will be imperative that off-street parking be included for each unit built.
- I chose these options as it will allow the development of areas within the communities to build/ replace homes that are ready to be replaced. I do not agree with adding further development in the 45st/17ave intersection as this is already an increased traffic area with it being a main route from the hill and traffic as it is, is fast and busy. Also this intersection is a feeder to seven school zones to the north and to the south, increased traffic makes it dangerous for children to walk to schools. There is a safety and human factor with loading up the population near this main intersection. Our police, fire and ambulance are located in this intersection and increased vehicles results in lowering their reaction times. Buildings, replacing homes in the areas away from main roads allows people to join the community associations and blend in with the established homes. This builds connections and community.
- The corner lots puts a lot of pressure on parking in already crowded roads.
- Increased densification will improve the character of the community as long as small-scale commercial is located within easy walk of the whole community
- The Wedge (Richmond/33 Ave SW/Crowchild needs to be kept as RC1 because the area is already congested and access into the area is limited. We also need to figure out parking rules, limit street parking for those with garages. Only allow parking on one side of the street (rotate in the middle of the month).
- Westbrook consists of very different communities and as such a blanket answer is inappropriate. Small scale in close proximity to transit stations such as Westbrook are already underway and make sense. Destroying the fabric of existing communities does not. There are significant safety concerns related to increased density adjacent to parks.
- These seem to be more family oriented homes.
- We need to figure out better parking rules (one side of the street for each half of the month) before we add more density to neighborhoods.
- Our current neighbourhood's built in the 50's do not have the road infrastructure to handle the increased density. When a 3+ unit home is built on an old single family home site, all the offsite parking is eliminated and those cars are now parked on the street where in the past only 2 cars parked now you have a min of 3 and up to 6 cars parking out front. Our roads and sidewalks don't get upgraded on a cycle to match this increase of traffic.
- Generally collector streets have denser buildings, close to more transit etc
- I believe more small scale homes throughout the neighborhood would be good, the more options the better

- 3 story houses are not "small scale" homes. There is not a single 3 story house in Westgate. No one wants 3 story houses in residential neighborhoods.
- These are all transition spaces that help inform density and context, and set the stage for future growth mid block and on smaller, less travelled roads. It makes sense that the height and scale of a building will gradually increase/decrease as you move in and out of these higher traffic areas.
- The row houses that are built on corner lots face perpendicular to the other houses in the street which significantly reduces the enjoyment of existing residents by either reducing their view, blocking sunlight and also reducing privacy in their back yards. This can lead to 3 units facing directly into private deck areas and clear line of sight into houses. All row houses are built with single garage which increases street parking needs. This reduces visibility for pedestrians especially children which are abundant in this neighbourhood
- I don't have any problem with this type of housing unless there's so much that they increase the population density to a point that the community/street can't handle it.
- 1. Calgary needs to always consider parking issues when looking at expanding housing. Other than main streets and near transit stations, street parking would be detrimental to people walking, children playing, and general traffic on the streets. 2. I'm also concerned that school capacities have not been considered in regards to any of these increases in people densities. Children should be able to attend the school in the district in which they live, not be bussed out of their community to attend a school somewhere else that is under-utilized. Schools are very important to children and the friendships that they make; schools are vital to creating a sense of "community" amongst all residents.
- Cause it makes the most sense and I don't want you guys taking perfectly good houses down
- I find the entire proposal & booklet difficult to read, vague, and cleverly worded so that responders can be pigeon-holed into accepting REZONING, which seems to be the crux of the changes. But I see the word 'rezoning' mentioned only once. The booklet outlines BIG changes in what will be allowed in purely residential areas - unacceptable! Residents buy homes because of the neighbourhood & the home's characteristics. Wildwood is a QUIET, family-oriented area. Yet your proposal will see much higher buildings surrounding the perimeter of the only large greenspace/school area. NO ONE HERE WANTS THIS. Even SUGGESTING development along the power lines was ridiculous as NO building is allowed under the power lines, and the green space adjacent contains utilities. Retail across the street from a school....? Ridiculous. Parking? The bottle neck at the school is already considerable, & increasing it is a terrible idea. Retail is available along Bow Trail - please leave it that way.
- Looks like the City/developers are trying to change Wildwood into what Altadore has become: A hugely busy, traffic-congested, overly dense, noisy & poorly designed area! Property values near the busy areas has decreased & enjoyment plummeted. Whose idea was it to erect 5+ storey apartments inches away from 33rd Ave? Parking on 33rd Ave and in strip malls is terrible. NO room for the high traffic courted by retail. Impossible to even SEE traffic on 34th ave before venturing out from one of the side streets! Families have left due to retail/building/parking issues/noise...! PLEASE DON'T RUIN WILDWOOD and similar areas in the same way! We DON'T WANT MORE TRAFFIC, NOISE, DENSITY or surrounding our green spaces with taller buildings. No

one has mentioned anything about a retirement home here where elderly residents of Wildwood could move to in later years and still stay in the neighbourhood. PLEASE DON'T RUIN OUR NEIGHBOURHOOD!

- I'm all for urban density vs urban sprawl but living in a parking lot is not fun. I understand that usually with a tri or quadplex 1 garage is provided but most house holds have 2 cars.
- 3+ unit and 4+ storey buildings should stay on main roads (37th St, Richmond Rd, Bow Trail). These buildings are too large to be positioned next to small bungalows which are prevalent (and will remain prevalent) in many of these areas. Putting these large buildings mid block, or next to a small single family home would be detrimental to the enjoyment of the neighbourhood & will cause significant parking and traffic issues
- Not on collector streets as parking would be a nightmare.
- I think the communities in Westbrook/Glendale need to embrace some density along primary roadways, specifically 17th Avenue to take advantage of the transit system.
- The character of inner city neighbourhoods changes when big units are added to the middle of streets, especially when they are mostly rental units. Smaller streets lack sufficient street parking to have capacity for larger developments. Single family homes on busy streets are devalued as the area changes, so adding these homes here makes sense to avoid homes falling into disrepair as rentals.
- Core of single family unit neighborhoods should be maintained. That is why people moved there and the city should listen to those who live there. We are not Europe or inner city US
- I strongly object to introducing duplexes and multi- unit homes throughout Wildwood - I purchased a home here because it was a community not being ruined like Altadore and Killarney to name a few. Duplexes are not more affordable for families than existing bungalows! Duplexes do not fit with the design of the neighbourhood, leave little or no backyard for children to play in and builders are charging more for each side of the duplex than it would have cost for the bungalow on the large lot. In Wildwood, families are purchasing and renovating bungalows at less cost than purchasing a duplex and some bungalows are being replaced by larger homes. In areas where it is allowed, developers are purchasing some perfectly good bungalows, even some that have been renovated because they can make more profit by slapping up a duplex - the Wildwood community is one of the few beautiful older communities left in Calgary - please don't destroy it in the interest of density.
- Your question is poorly asked. You have not clearly defined the choices. (Ex. What is a collector street? What have you defined as a transit station area?) I think large developments near commercial shops and main busy roads are fine. Access and support of businesses being rational. With there being so much emphasis on making our neighborhood dense, it feels like we're being picked on because developers want to build here because it's profitable and you want the extra tax revenue. Stop selling off parks and over developing. Partake in true consultation, not performative. We know the feedback we give cannot impact decisions that have already been made. (Ex. Park sale on 33rd).
- We need to solve for the missing Middle. Reducing these homes to only certain areas does not do this
- I choose none because the presentation is misleading and there are not enough options

- 3. The planning department is obviously grossly overstaffed. Otherwise, why would they keep wasting time and taxpayer money rehashing these same old programs, merely changing the lipstick before presenting again?
- Zoning is already in place – this looks like 'make busy work' for the department. Zoning is already in place – this looks like 'make busy work' for the department.
- The three high-rise tower redevelopment of the Westgate Hotel site, plus a doubling of the Boardwalk properties density, brought exactly ZERO added retail.
- Demonstrating that these plans are for developers NOT citizens.
- I honestly think that increased densification around public spaces and main routes close to transit is a good idea and if the architecture allowed for a little bit of personal green space for each unit that would be great. I'd say the closer you get to main transportation arteries the higher and more dense you should get and you can reduce the density the further away you get the less density you could have this way you can separate vertically people from traffic and noise but still keep people close to ways to move around the city. I mean having the first few levels being commercial storefronts/restaurants with office space above followed by residential units is not a bad general practice for higher buildings. And some attached housing with a small yard makes an efficient use of space that meets the needs of many people while keeping city services less geo stretched. This is just my opinion and I look forward to what we come up with.
- Leave this single-dwelling community alone.
- We do not want any 6 story units in Glendale, Wildwood, etc. These are middle/high income family neighborhoods that do not want high density dwellings put in.
- To allow easier transit access to the people living in such homes
- They stand in stark contrast to the streetscape of the community apart from on the main streets
- We have lived in high-density neighborhoods before and there is definitely less privacy, more noise, less available parking, and traffic concerns. We choose to save up and purchase a home in an R1 neighborhood to enjoy a quiet lifestyle. How disappointing it would be to have a 3+ unit go in next door.
- We do need to add density to our housing mix and should be flexible and open to all parts of the community.
- I am very concerned about the shadows cast by these homes on neighbouring properties. One of the reasons that current residents have chosen to live in these communities is because houses do not dominate the landscape. Three plus unit homes should only be approved where they do not cast increased shadow on neighbouring properties. Similarly, I'm very concerned about the plan to allow semi-detached or duplexes to be built on any property. Although the allowable size is the same as a detached home, a new detached home may be the maximum size and height but a new semi-detached or duplex will definitely be the maximum size and height. This feels like a plan to allow developers to control what our neighborhoods look like. Glenbrook, in particular, already has a large portion of the community zoned to allow duplexes. The remaining portion of it should be kept as R-1 and only allow single detached homes. Please allow our communities to keep the low-key nature that we love about them.
- Mostly discussing Wildwood here, an established, wonderful community that values & uses its green spaces. Your plan includes larger, taller (and often retail) buildings around ALL of the large green spaces! 3-4 storey buildings along Spruce Drive is a terrible idea, not only because it increases density/closes the community in, parking

problems & increased traffic, it ruins property values, light and privacy of homes to the north of it as well. Plus it significantly damages the green space there that is used by HUNDREDS of walkers/joggers/dog walkers daily! As I understand it, underneath that green space are major sewer and electrical lines. Where would you propose people would PARK then? Re the large/multiunit/retail spaces for the perimeter around the park/Wildwood School: It is SO dense during school days with traffic bottlenecks.. a very bad idea! There have been many accidents/near accidents on 5 Ave & 45st areas already - sight lines and safety should be paramount!

- I don't think small scale homes should be excluded from any geographical area. Home owners would disagree in fears their homes don't depreciate in value, but that's a different discussion. So long as affordable housing is being supplied, we will start to reduce homelessness which takes a strain on several other areas. Thus, any housing initiative should be encouraged; we should flood the market with so much housing that our fear isn't where to build houses but how to entice people to live here.
- Due to unaddressed concerns related to parking, traffic, waste, recycling, and privacy it is difficult to welcome any of these options. I lived in Europe for a year and personally experienced issues related to these factors. I encourage the planning committee to address and resolve these critical community concerns proactively.
- i don't want big homes on the same street as us (25 Street SW) - we love natural light, not being in the shadow of a building.
- Many of us have gardens and urban farming is increasingly important. I worry about shadows of these large buildings blocking sunlight. We also purchase our home for the abundance of natural light which is healthier than a home always lit by electricity. Tall homes blocking the morning or even light is disruptive
- I think our main issue in our area at the moment is congestion. The infrastructure was not designed to support multi family homes. I realize the ideal is for everyone to have a garage, but that's not the reality in most cases. For example, a row style building was erected three years ago at 25a st and 26ave. There are now several vehicles parked along 26ave that impact traffic—I cannot see oncoming traffic to make a safe left hand turn without Pulling halfway into the street. They followed the rule. They have a garage but each unit only has one parking space. And the reality is that most families have multi vehicles.
- As you likely know, small charm areas in a city are part of a diverse cultural ecosystem. The 'wedge' is such an area provided by CP rail back in the 60's. We prefer to keep the development of this very small area limited to the current zone process (and legal documents as provided by CP rail when the land was donated to the city) and not be part of a master development plan. Small areas like the wedge provide a 'community within a community' which NEEDS to be a part of your 'diverse' community as defined by the city.
- I don't think mid-block lots allow adequate light to reach windows in the back two or three units. Corner lots are better suited for this type of home.
- In all cases, I find the trend toward 10 meter two-story houses that are placed way too high on the lot to be out of scale and generally ugly, especially the backward sloped roof, false fronted contemporary variety built by Royal Model Homes - pretentious and hideous! It makes no sense environmentally, aesthetically, or in terms of density to build two floors where three could be placed inside the same envelope. The height limit should be reduced for two story houses, but maintained for three stories, and please

push those basement windows down into window wells to reduce building height. And try to make them look like residences, not dentist offices.

- Small scale multi unit homes interspersed with single family and duplex dwellings provides for a variety of house options while still retaining a quiet residential feel. This is important for off main street areas if the city wants to increase density.
- Main street and station areas should have larger scale developments to provide more people access to shops, amenities and transit
- Mid-block lots could have 3+ unit homes, but the context of the surrounding area would be key. Items like parking and access to green space would need to be considered more carefully in mid-block locations.
- Parking could be an issue. Want to preserve the character of the neighbourhood, which has a large number of charming single unit housing. I think mid block lots, should be reserved for smaller scale housing to preserve the character of the neighbourhood, and provide more stable, long term population (owners rather than rental I would assume). I would suggest multiple unit housing be located as indicated due to traffic concerns: more coming and going from multiple unit buildings, and a more transient population inhabiting them. I would suggest that the multiple housing be located adjacent to recreational and civic facilities which would have increased traffic flow, but not necessarily adjacent to parks, which could cause parking issues?
- Small 3+ unit homes more or less are the same size as the mini-mansions that are being built in my community, so I don't really see what the difference is. By opening up the possibility of building small multi buildings anywhere, there's a possibility that my kids could afford to live in a home nearby, or that we could downsize without having to leave Wildwood.
- I don't agree that small-scale 3+ unit homes should be built at all in Glendale at all (including on 17th Avenue in between 37th Street and Sarcee Tr)! I truly don't see a need to tweak or change these areas in Glendale specifically. I believe 3+ unit homes in these areas along 17th Ave (between 37th Street and Scarce) would attract undesirable residents and diminish the safety and security of my street. Crime is already on the rise (we've had burglaries on Kelwood Drive) and it would only get worse with higher density only 17th ave in Glendale
- Quit destroying neighborhoods in the name of "planning" when it's really about increasing density if tax dollars and taxing people out of their homes when developers set sights on their homes.
- I do not think that you should be putting multi-family units on parks to the level you have in the plan. I live in Glenbrook and like high-density as an idea. but NOT on turtle park/optimist park or on park off of 45th street surrounded by Graham drive. Don't mess with the density in this area- there is a lot of school traffic already and very established homes/community. Parking and traffic needs to be considered. 51st street is already impossible to turn left on in the morning. Traffic near St Gregory's and the CCS high school is also VERY busy. On optimist there is plans for facing optimist by the art school. That's a lot of traffic to add to this area. I am supportive of high density on 17th across from C-Train or on 26th across from Tri-Glen (although that is also a busy street already with 3 schools within 2 blocks. Many home owners have built their life-long modern dream homes already on these parks because they love the present feel of the neighbourhood.

- Larger, multi-tenant buildings should be located in busier areas and not in quiet residential environments.
- Corners are difficult to see traffic if there are lots of cars parked around them, I worry about having multi family units in these areas for traffic and pedestrian safety
- They could be 3+ unit buildings near small scale EXISTING commercial shops- not all locations highlighted as 'connectors'. The number of "neighbourhood connectors" in the middle of neighbourhoods is unreasonable particularly in Glenbrook, as the current draft proposes that almost every block between 26th Ave and Richmond road (west of 45th st) should be a "connector" and therefor allow commercial- this is a residential area with walking distance to commercial already. Additional commercial space is not needed.
- Please do not surround our neighbourhood park (Graham Park) with four-storey buildings. That park is an oasis for the neighbourhood. We do not want it shaded by tall buildings or surrounded with parked cars as density increases.
- Small scale homes provide great variation to the streetscape and affordability to neighbourhoods. This is a great built form that can fit pretty much anywhere. They work great on corner lots as a use of space that livens up the street. I used to live in one in Marda Loop along a collector as well which I think was great as it was also walkable and close to transit and small commercial recreation. They also adjacent to parks to increase accessibility as well as activation of green spaces.
- I think these types of homes work well along main streets ie. 12th Avenue however they should not be allowed mid block. They create congestion for other single family homes and end up towering over them. They are not necessary in the middle of a block or anywhere else other than a main street (and transit station if necessary).
- Since these types of homes provide less street parking opportunities or garage spaces, locating near transit provides a homeowner easier access to public transit. Building the 3+ units along collector streets and mid block/corner lots has a greater impact of sun exposure, shadows, wind to the existing homes, which then penalizes the homeowner with the smaller, older existing home.
- I chose this because I live in an area very close to where 4 story homes or even three story homes would be way too congesting. I love my yard I have 8 mature trees in my yard and did not want to have my neighbourhood be taken over by row housing tall houses that are three or more stories as it will only make parking more of an issue get rid of the nature and the trees of the mature neighbourhood and destroy trees and open yard spaces
- As a long term owner in Glendale/Glenbrook, I feel there would be a loss of the sense of space and self when traveling along these corridors. Either walking, cycling, or driving. You would travel along these "walled canyons" and not feel like venturing past them into the neighborhoods beyond. It creates a sense of walling away the community and not leaving it open to people coming in.
- I'm ok with development in any location as long as adequate parking is available for all. However mid-block lots reduce curb appeal.
- I'd like to see the higher density residential housing near public transit, as well as close to services and amenities, it would also be beneficial to have them located on or in close proximity to collector streets
- Really feel strongly that I want to protect the area called the Wedge, between Richmond and 26th avenue from Crowchild to 29th street a RC-1 and not introduce multi living units. We are a pedestrian access to the green spaces both by Viscount Bennett and

across 33rd into the ball diamonds, tennis courts and disc golf area. There is limited vehicle access and also only a few entry and exits points into this area so increasing population density would put a huge strain on speed, safety of dogs and walkers, bikers, etc. We don't want to be a thoroughfare to other places, but rather a destination point for quiet enjoyment of our homes

- My main concern is the blocking of light. We're so lucky in Glendale to have gorgeous sunrises and sunsets, but my fear is we'll have overly large buildings that will block the light and be an eyesore on the horizon.
- Traffic increase caused by additional residents on roads that can't handle current traffic levels during busy periods.
- Already, all of the areas listed above are too congested to add more development.
- I like small-scale 3+ units significantly more than 4 and 6 story buildings beside existing 1-2 stories houses. I have no concern with the location of 3+ units but believe they should attempt to have some parking in the back so that the street parking does not become too full.
- I think the 3+ stories are great but give lots of shade to existing bungalows. I feel badly for the people living in the bungalow.
- There should be limitations
- This housing type is suitable in any location.
- No where in my community, we are a hidden gem with no cut through traffic a fabulous community with events for all to participate in. We paid the price to live in a quiet RC-1 community, Westgate is a wonderful place to call home. If this document is approved we'll have developers knocking on doors, ready to destroy a wonderful community. Just look at Killarney & Marda Loop they have been destroyed by density, nor are those communities affordable. Families do not live in micro boxes. Since the LRT opened we have been subject to increased crime and uninvited guests frequenting our community, not with positive actions in mind. We have large lots, mature green canopy and quiet streets, please do not destroy that. If density is necessary the vacant land at Westbrook station should be developed first. Is a major increase in density really necessary in RC-1 communities, a population study of need should occur prior to allowing upzoning.
- Your information package does not define collector streets, so I did not feel that I could speak to them clearly.
- I feel row housing is best served in areas where it can be utilized to maximum effect. Nearest to transit stations and commercial shops and along straight streets. We should aim for row/town houses to work with the density infrastructure and to be built in the most efficient manner.
- These are also the best option for adding density in residential areas that have more narrow streets and single lane alleys. They are a much better solution than 4+ story apartments for blending density while maintaining the spirit of the neighborhoods.
- The population of this region has fallen over many decades. To maintain and enhance vibrancy, as well as affordability, we need more medium density housing. Especially near transit but many other places too. E.g. south side of 17th ave (the entire distance) and corner lots on 14th along collectors like spruce drive, 26th ave, 45 st, and 14st (in shaganappi).
- I did not choose the other areas as they put the small-scale 3+ unit homes in the heart of the community where residents have concerns over privacy and parking that can result from too much densification in neighborhoods that are predominantly single family

bungalows. A towering building adjacent to a small bungalow is problematic for the current residents who bought their property for the reasons they exist, otherwise they would have purchased in a more affordable densified neighborhood.

- In current R-1 zoned neighborhoods like Richmond Park and Glamorgan there is no appetite for increased density.
- Well first, your assertion that ". As duplexes and semi-detached homes have similar height and lot coverage to single-detached homes" is ridiculous. The vast majority of current single family homes in westgate rosscarrock, killarney, wildwood, etc do not take 45% lot coverage. If this was a true statement, existing bungalows would be 2000 sq ft with 4 car detached garages. And if they were two storeys they would be 4000 sq ft and three storeys would be 6000 sq ft. Please show me, oh lets say 100 houses, out of the 5000 that have that type of lot coverage. But I'll show you almost every new duplex does, or close to it
- Quit spinning your planning propaganda. We deserve better. How do you sleep at night telling the public stuff like this
- Keep the character of the neighbourhood and ensure well built homes
- The issue would be fourplexes on every corner lot adding to parking/congestions problems and also taking away from the biodiversity in Killarney and areas. Many of the fourplexes look to maximize every square foot (understandable) and leave an ugly footprint on the block. I would be concerned if this were to be allowed on mid-block and every corner lot in all small scale home identified areas. If all 4 corner lots were all fourplexes for example this would be very problematic. 16 dwellings...
- Please do not allow anything but single family homes in Glendale. One of the main reasons that we bought in this community, as opposed to those in surrounding areas, are the quiet streets and no duplexes. If the city started to allow this in Glendale and the streets got busier we would move.
- Proximity to transit/main street should be top consideration to promote public transit. can even consider higher density(condo/ commercial/mixed)
- Density should be increase for houses with close distance to public transit. Also houses by main street could be give option for commercial use to promote local economy and small business.
- There should be higher density near main street and transit station so that more people will use public transportation and reduce pollution. As an example, by Bow trail /Worcester drive between 38 and 40 st and Bow trail/12 ave between 31 and 33st. Propose planner to consider multifamily condo as well as mixed use zoning (commercial and residential)
- Small scale homes (single family, semi detached) are best around parks - ALL parks, not just ones with schools! Significant feedback has already been provided that large 4 story buildings are not wanted near parks. This is also true of huge multifamily (3+ unit) buildings even if they are "only" 2-3 stories. It is important to keep parks a relaxing, accessible and safe space. Parking and traffic concerns with hugely increased densification is not okay near parks, particularly ones with playgrounds. Accessibility is important - large buildings create a barrier to access particularly for children accessing from nearby streets, who may not be allowed to pass by large buildings on their own.
- I strongly oppose the grouping you are proposing for small scale homes and do not support them anywhere other than the empty space to be developed by the LRT station.

There people will know what they are buying now and into the future so they can plan their housing needs and wants with no surprises in the future.

- The LAP proposes that single homes and duplexes/semi-detached homes be supported throughout the Westbrook communities as they are similar in height and lot coverage (per pg 7). You FAIL to take into account that duplexes and semi-detached have DOUBLE THE DENSITY as a single detached home. A very important and critical difference you conveniently and erroneously ignore.
- I have worked all my life to own the house I carefully chose on a r-1 lot. I have already moved once due to growing density. I do not want to move again. THAT is not FAIR! Although not covered under the LAP, add'l noise/traffic are a huge concern. There is already housing choice within a few kms of lrt stns.
- Large apartment buildings are not welcome around the housing communities in Killarney including 36th street. The infills in the neighborhood create enough density without the need for apartments. People that have purchased in this area do not want to be looking at an apartment out of their backyard. The streets are already very busy and the increased density will make it even less safe for children in the community.
- Your so called small scale homes are quite large. They will block out the sun to their neighbours yards and destroy street parking. Do not allow them near parks - they will ensure fewer people use the parks not more.
- having these larger multi-home units right in the middle of streets with either single family or duplex provides too much density. Parking is also an issue. Having these reserved for collector streets or near commercial areas makes more sense.
- I am open to small-scale 3+ unit homes but I do think they have to be placed intentionally rather than just where a developer might want to put one.
- These are fine anywhere in the community really.
- Main streets make sense with higher density housing, where more people can take advantage of transit hubs and commercial or business spaces. It doesn't help the community if only a few are proximal to services meant for larger populations (ie., lrt stations). Too much density hurts more than helps though, by contributing to overcrowding of those services and other spaces (like parks). A balanced residential vision would include diverse types of small scale unit homes interspersed with small, local/community-centred business areas and green spaces. Main Street and adjacent areas should include a greater proportion of medium density (few story) residential buildings.
- We currently have a 5 unit complex built at the end of our street at Richmond road and 27st SW. Every unit seems to have two cars that are now parking on the street. The existing meridian barely allows enough room for a car to pass on Richmond road. All of those cars remained on the street during the latest notice for street cleaning. There are no children within these units so it doesn't follow the statement that more children will move into this type of home. In fact, it looks like rental units. The numbers of cars now within that one block has also decreased the safety for the kids on our street. Some have used our street to make a u turn and park on the north side of Richmond road in front of the new units. Also, our street is designated as neighborhood flex but is R1 area and wouldn't be classified as a corridor. Access to 32 avenue are a dead end to 24a street. It would be nice if the roads were repaired properly.
- We have already lost a park on Sarcee road and Richmond road.

- It would make sense to increase density near transit stations to provide owners with access to these stations. Perhaps civic facilities may also be appropriate. Increasing the density in some R1 neighborhoods by using semi duplexes but more than 3 units in a new development is too much. Parking issues and increases traffic in small neighborhoods.
- Our roads are not maintained to keep pace with high density homes. In spite of what the City counsel would like us to believe.
- Near parks is a bad idea. It closes off the parks to the rest of the public. I wouldn't let me kids go to a park surrounded by high density housing.
- Collector streets is a vague definition. Some have been labelled as such in the pamphlet but aren't.
- I think whole area needs to be improved. This is the inner city area and need to be more urban looking.
- There is something aesthetically unpleasant about the mixed bag shown in the bottom diagram. Preserving some sort of similar scale would be better. However, you are already adding corner lot 3+ units so why even ask.
- Sorry of this is a duplicate...I repeated tried to "Submit" and it appeared to fail each time so I'm starting "fresh".
- Explain why you chose the options you did and why you didn't choose the others?
- The term "Small Scale" is HUGELY misleading. It implies "small" homes but included buildings with 4 (or more) units, each of which could also have secondary suites making them 8-plexes (or more) the City may not call that a small apartment building but regular citizens certainly would.
- 3 stories is a ridiculously unacceptable height beside any single family, single story home. Imagine a 30 foot wall on both sides of your home and back yard...that's hideous.
- As a compromise to accept and support growth, such housing could be done near LRT that along already-busy, wide collector streets and along such streets. All the rest of the interior of Westgate should remain exclusively R1 - single family homes (1 per lot) with a max height of 2 stories (preferably single story).
- The term "Small Scale" is HUGELY misleading. It implies "small" homes but included buildings with 4 (or more) units, each of which could also have secondary suites making them 8-plexes (or more) the City may not call that a small apartment building but regular citizens certainly would.
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- Allowing density on collector streets can have the effect of dividing communities with 'concrete curtains'. I realize that a townhouse isn't a 'concrete curtain', but the proposed density of 3+ stories allows for much taller than townhouses. We should focus the density first along the main streets and transit stations. Otherwise, there will be much more fragmentation of the greenspaces and tree canopy.
- I am OK with multi-unit complexes by the Westbrook LRT (in the blank landscape) that is easily accessible to LRT, library and the stores. But NOT IN THE MIDDLE OF AN ESTABLISHED NEIGHBOURHOOD!! Wildwood is NOT a walkable neighbourhood.

We have beloved green spaces ALL of which are targeted to have TALL BUILDINGS - ruins the green spaces. And also around the already VERY congested area around Wildwood School. This is a very bad idea - 45 St there has seen MANY accidents and we already have trouble with pedestrian incidents and congestions. Where do you propose people PARK within your ideas? Wildwood is an established neighbourhood OF SINGLE and DOUBLE family dwellings, and that's WHY people live here. WE DO NOT want high, multi-family dwellings blocking light, increasing traffic (which we already have trouble with) & destroying the quiet and privacy that this neighbourhood is valued for. PLEASE LISTEN

- There's so much space by Westbrook station. Why do 3+ unit homes need to be spread out into the surrounding communities?
- Small scale unit homes would not be acceptable in this area surrounding the park and school. There is already an abundance of traffic where the children cross the street and increasing this would be a safety hazard. In addition, increasing the population around a school for small children is cause for concern as renters are often not vetted well enough. We need to keep the children's safety a priority and allowing these types of developments is only serving the developers, no one else.
- Please leave green space so important for community rink and physical activity
- I would be fine with them anywhere in the neighbourhood as long as there is a mix of affordability. If we keep making small scale homes that are \$600k+ that does nothing to help the average Calgarian during this housing crisis. I want to see AFFORDABLE small scale homes within the neighbourhood, diverse neighborhoods (including income diversity) make the community stronger. I would like there to be a mix of everything as everyone has their own needs.
- I don't want to increase the density or appearance of the areas around the parks, recreational facilities or civic facilities in Glendale.
- Some density is very desirable, every lot should be R2 but with more than 2 units too many in any one block is not desirable
- too much density is created in urban areas - takes away the community feel and makes it all like inner-city
- Putting the small scale units near commercial shops or corner lots allows for enough space without disrupting the feel of the existing neighbourhood and addresses the need for density and different types of housing. I am firmly against putting fourplexes or other 3+ unit homes and taller homes on the boundaries of existing parks. This not only changes the character of a neighbourhood, takes away park views from homes, but also makes the green space smaller. Nothing should back onto a park. These should be left open for people to see and enjoy and not feel like it's someone else's backyard. Children should be able to run across the street where houses are and right into the park able to be seen from those houses. Blocking parks with houses backing on to parks removes the security of the park by creating spaces that are hidden and not easily seen from the current layout.
- I did not choose the other options because those are residential areas. There is no need to ruin neighbourhoods with 3+ unit homes. It will have a negative effect on the value of the existing homes, it will create more traffic and parking issues, single family residential communities/neighbourhoods are desirable, 3+ unit homes does not bring in families and would make these neighborhoods less desirable. Higher density goes hand in hand with unsafe communities. Why invite problems?

- We don't disagree with densification on more major roads in the communities. However, for residential streets it's upsetting to see a mix of traditional housing with three or four unit homes. How can a city have any sense of its past if developers are able to raze homes and essentially re-face a community?
- Having 3+ units homes increase population density in the area. This makes sense for current busy areas near transit and commercial shops because those things are already on main streets. Parks and schools should not have high traffic, which comes with greater population density, because children walk, bike, and play in parks and at schools. Safety considerations are most important and should dictate that zones most popular with children should be quietest.
- We need way more multi-family housing to both save infrastructure costs for the city and to make the city more vibrant! The more multi-family housing the better
- Homes with three or more units get too big. They block sunshine and the whole street just becomes a wall of buildings. These are not appropriate in most spaces. Please be very careful where you allow them.
- Would like to maintain the look, feel, atmosphere, character and heritage of the community.
- Parking and accessibility to public transit, support for local businesses. Keep residential areas designated for small-scale homes
- You should concentrate on densifying near 37st, 17 ave by the lrt stations. Building on or near parks will clog up the parking around those areas and make the parks less accessible to other residents. Your other suggested places are so generic it is impossible to say how damaging it would be. Your so called small scale homes still block off the Sun to their neighbours. Goodbye gardens and solar panels on bungalows.
- The area cannot sustain large influx of extra housing as shown by the large number of infills being built in the area already roads are already congested in feeder roads and neighborhood A huge underlying drug problem in the area needs to be resolved first before the addition of extra housing ! We need extra police not extra drug dealers and places for them deal ! East village shows us when you make over an area it is overrun and used by drug users homeless and drunks ! The only people who use your revamped 37st sw are the above ! Nothing but trouble and am fed up with city it's just putting lipstick on a pig just a show without dealing with the root cause of misery in the neighborhood! We need mire police not more low income housing or liquor stores you have absolutely no idea what we want and you probably do t care
- Traffic and parking issues too many people in small area
- Mid block and next to parks should not have 3+ unit or 4+ storey buildings (with the exception of around killarney pool which is on a major road and already has some very tall development). neighbourhood parks need to remain accessible and houses on the parks and in the middle of blocks should not be in constant fear that they are going to end up with a multi unit, tall building next door. 3+ storey buildings (particularly ones that have a larger footprint than a normal house) have a HUGE detrimental impact on neighbours and neighboring property (including value). Residents that have purchased single family homes near neighbourhood parks should not be forced out by multi unit buildings and should not see their dream properties destroyed through this process.
- Neighbourhood parks should only allow small scale houses. Many houses in this neighborhood are one storey and people LOVE them. It should remain a possibility to live in a bungalow without the fear that a 3 or 4 story multi unit building will be build

towering next to your house. No multi unit buildings on quiet roads next to parks. Keep multi unit buildings near transit stations and on major roads like 37th and Richmond road.

- Small Scale homes as represented here can be quite attractive and bring in families. We need more families as our populations age. Families utilize the community hall and fields. They become our new volunteers.
- usually these type of building do not have enough parking for the residence. the roads in the other area do not have the space for the increased vehicles and parking.
- Mid block is not appropriate (massing, parking, access). Corner lots are usually larger and can support. I am concerned about the use of "adjacent to" parks, as that was the terminology used to build on TOP of Richmond Green Park. However, I think 3 unit homes could have a place there provided there are laneways and access for the surrounding area.
- Keep Duplexes, Row houses and Infills out of R1C designated areas.
- Firstly, I'm terribly disappointed to learn that a small-scale home can be up to 3 stories high, can be up to 10 meters high & that single-detached homes in RC-1 neighborhoods can have secondary suites. Three+ unit homes in Wildwood are not very welcome due to increased traffic, safety concerns, shadow effect on 1 or 2 level homes & privacy infringement. The lanes in Wildwood cannot sustain additional traffic - the City barely maintains them now. Three+ unit homes should be limited to commercial & transit areas because the density of people living in these areas can support the businesses & the transit. My only exception in Wildwood might be around the park and on the south portion of 45 St. and that the development be limited to 3 story or less and 10 meter or less row houses. What is a collector street? How is 'within or near' defined?
- Stop expanding the areas that are not already multi-family homes & complexes.
- I left marda loop because of what the city did to it with all of the increased density. I purposely moved and purchased in the location I am now to get away from the chaos and to have a nice quiet street with adequate parking and a single family home with a large backyard. Keep the density on the main roads but give us a break everywhere else
- Large corner lots, where there is more available street parking for guests. The existing row houses and fourplexes throughout Killarney seem to be fitting in fairly well
- Rather than homogeneous single or small unit homes across the board, a diverse mix of single family, smaller unit and even larger unit building creates density necessary to support street level commercial without sacrificing some of the charm (ie tree canopy, well kept older homes, etc) of older inner city neighborhoods.
- Small scale homes with more units would help support better transit service, more shops, services and walkable neighborhood destinations
- Corner lots you need visual access for people crossing the cross walk, and for the excess cars in the area
- I think many people's main concern with new small scale homes is how they put neighbouring properties in shadow. Many people who choose to live in these communities do so because they like living where the trees are larger than the houses, and where they can go for a walk without huge houses looming over them. Most new builds in these neighbourhoods are substantially taller than the existing houses (although kudos to those that fit with the existing scale of the neighbourhood) and people are worried that denser housing will make this problem even worse. No one wants to

suddenly never have sun in their yard because a large house (whether single family or multi-family) is built next door.

- We need efficient use of land to make homes in this well serviced transit and commercial amenity area. You cannot achieve a diverse and mixed income community by minimizing this form as small scale; in an area like this it needs to be the starting point not necessarily just a transition use.
- I agree with larger/taller complex's by larger roads as they are typically wider and allow for more space around the complex and the complex itself does not shade multiple streets due to it's height.
- I am personally very concerned with the row houses of even just 2 storys on the corner lots as they shade the entire small backyards halfway up the block. We are in a duplex and have a small yard and are trying to grow a garden, but if the house on the corner ever gets replaced, a duplex would be fine as the house would end at the same location as our house, but if a row house is built, we will lose all sun and our backyard will be in the shade all day due to the layout of Killarney with the streets running N/S. I don't think row house should be allowed on the south end of the streets due to shading, this will dramatically affect our quality of life. And that is why I didn't click anything mid-block or by a park as then the parks will also experience significant shade.
- Small scale homes should be allowed throughout the plan area. However they should not be allowed in the key areas that densification is key to the plan. If these types of housing are allowed on or near main streets or near transit station areas it will significantly negatively impact the implementation of the LAP.
- Urban sprawl is a large concern of mine and thus anything to increase housing density is welcome- particularly if it could also be centred around urban gardens and food forests as well as rec areas which could help increase a feeling of community and connectedness.
- Within or near Main Street and transit station areas - higher density in these areas makes the most of their proximity to transit options.
- On collector streets - Collectors have transit options like busses and bike lanes will running along them. Increasing densities along these transit corridors lets more people travel less distance.
- On corner lots - This is where a lot of units are being built. They are great because they put windows on the side avenues, where there were none before, giving the avenue a more safe and communal feel.
- On mid-block lots - All of Killarney is close to downtown, the heart of the City. People will eventually want to fill out the mid-blocks,.
- Adjacent to parks, recreational and civic facilities - In effect, this collects all the backyards in dense units and makes them communal. I support having more people around parks. It makes them feel safer.
- Near small-scale commercial shops - This allows more people to walk less distance to commercial services.
- Homes that are 3+ units increase the traffic, and the other options that are residential already have enough traffic to deal with.
- An occasion 3 + unit home in these locations will not contribute significant traffic/parking concerns. Spreading them throughout the entire community would be a concern

- leave the R1 residential communities R1. the city has voted for 14 new communities to be built with options to build 3+ unit homes in these new developments. Leave Westbrook Communities alone.
- Why do we favor the greedy developers who spammed wasteful suburban sprawl over the average Calgarians who just want to own a home in the city?
- I think it is very misleading to say "small-scale 3+ unit".
- There was an 8-plex rental build across from me on 35th. A small scale, 4-plex would be perfectly fine, but putting 8 -10 units in residential streets without parking is irresponsible development. All for density, but please, let's try to do it in a responsible way that doesn't completely change the feel of a residential street.
- 3+ unit homes are not compatible with single unit homes (high density & parking) or parks unless the parks contain ample parking for the general public.
- I fully agree that our communities could use a greater diversity of housing, and the suggested small-scale 3+ unit homes help fit that need. However, my main concern is the impact these homes have on the neighbouring properties in terms of blocking sunlight. Residents should have the security of knowing that they can, for example, invest in solar panels on their roof or plant a garden, without worrying that a large home (whether detached, semi-detached, or 3+ units) will be built to the south or west of their property, blocking sunlight. Because 3+ unit homes allow a greater lot coverage, the chances of severely impacting their neighbour's access to sunshine is greater. The city needs to be very careful about where these units are situated. The rights of existing residents to use and enjoy their properties are no less important than those of people wishing to move into a new build. Yet existing residents feel that it is always "yes" to developers, and "too bad" to residents.
- Should be based on home owner's opinion on what they want for their homes
- The plan to allow small scale housing on 25th Street SW in Richmond Park adds density to a small robust compact community. In anticipation of the development of the Viscount School site no further high density housing should be permitted in the Richmond Park area. The Viscount site on Map 2 is shown as a green space which will not be true in the future.
- In addition Map 2 shows higher density housing on 32 Ave SW which is out of character with the neighborhood.
- Parking and road-use in all other locations is not sufficient for it. The 3+unit idea solves a single problem... creating more dwelling units. These homes are typically not much less expensive than single unit houses. They benefit developers. Not current residents. Not future residents. Not traffic mitigation. What is the point... other than to cram more people into an area where existing residents do not want them and the road systems were not designed for it?
- As collector and mid-block lots with multi unit homes will result in excessive parking concerns, it is preferred to keep those homes to main arteries and near transit.
- It makes more sense to have higher density where amenities like local corner stores are already located, leading to increased usage of those businesses. The Westbrook LRT station also has a lot of land in the area that can still be developed.
- The parks are developed already with individuals who bought there with intention of having privacy and single dwellings with private yards and space to enjoy family living. Developing our side streets takes away from parking availability and brings congestion and takes away the views of our neighborhood.

- I feel small-scale housing is not well-suited to busy areas.
- I think that increasing density is a good thing and there might be better spots for triplex quadplex vs duplex
- A variety of small scale homes within the heart of the community is a great way to improve density without completely losing the character of the neighbourhood. The only area I would exclude them would be near the train stations which are better suited to large development complexes.
- I don't want to see high density house around parks.
- Do not build near parks!!! That's ludicrous
- Townhouses and row houses plus other types of housing units are barricaded from many livable areas due to the outdated zoning laws. Policy support to allow flexibility in housing makes sense. The city needs to prioritize housing over cars and avoid the political push back by the gatekeepers defending 'property values'
- I live in the Richmond wedge area. One of the reasons I chose this area is that it is zoned RC1 and is comprised of single detached homes. A key benefit of this neighbourhood is very low street traffic. I chose this area for the quiet and lack of traffic. I also have a small child and the lack of traffic is also a safety benefit. In general, I support the city's goal of increased density, and I am supportive of certain types of small scale homes (such as semi-detached) and other methods of increasing density (such as lane-way homes). However, I do not support all of the definitions of a small-scale homes presented here. In my opinion a home that is more than 2 stories cannot be considered a small-scale home that is compatible with my neighbourhood. A 3 story building next my home would tower over my house, blocking sunlight and sight lines. It could potentially ruin the atmosphere of my backyard. I am also concerned that this type of development could affect my property value.
- Small-scale homes shouldn't be automatically excluded from any location as long as the lot size is appropriate and the homes are in keeping with the neighbourhood. However they shouldn't look as if they are shoe-horned in and look out of proportion to their neighbours.
- Street should be able to accommodate any increased density.
- Don't want that many large buildings in the middle of the neighborhoods, especially if they are mostly rental properties. It kills the neighborhoods spirit, since of community
- All corners and main roads should be multi units with basement suites. The rest don't have to be but all new houses should have stronger emphasis to have basement suites so that rents can go down.
- We do NOT support an all encompassing rezoning to allow duplexes and semi-attached homes anywhere within the "Limited" areas of Wildwood. A significant portion of properties in the community are purchased by developers. The financial incentives and risks associated with building a single-detached home are less desirable than a duplex and semi-attached build. If a significant portion of the community changes to duplexes and semi-attached, how does that preserve the fabric of our community? Wildwood is not Killarney or Marda Loop, that is why we live here. Instead consider some partial rezoning with some reasonable limits (e.g. areas designated as "Low-Modified", a set percentage per street). Such limits would protect the community from developers who lack a long term vested interest in Wildwood from completely transforming our beloved community for their financial gain.
- I find mid block can feel overwhelming when I am a pedestrian.

- Wildwood property owners deliberately purchased and continue to invest in the community specifically for the lower density option. If the residents had desired a community offering significantly higher density there are many options available in the city, but we chose Wildwood. Lastly, has the working group considered the impact to emergency vehicle access during peak hours with the proposed densification?
- The Westbrook working group should consider making the process for attaching alley facing garages to homes much simpler. A development permit to attach a garage to a home should not be considered non-conforming. If the city land use bylaws allow 3 storey homes without special permitting (which we agree with), certainly attaching a garage should also be allowed without special permitting. In addition, the working group may also want to consider living spaces above garages. This is another option for densification, especially for aging parents and loved ones.
- We believe it is reasonable to allow 3+ units (rowhouses, triplexes, fourplexes) in the areas designated as "Low-Modified" on the Draft Building Scale Map (Worcester Dr, 45 St, 5 Ave SW & Wedgewood Dr). These areas are better equipped to handle the minor increase in street parking (but must still provide alley parking). As well, the areas surrounding the park can compensate for the lack of yard with a 3+ building. We feel that 3+ units at these locations could integrate well into the community while having a far less impact on adjacent properties than buildings of 4 storeys.
- The community does NOT support 3+ units anywhere in area designated as "Limited". Wildwood has minimal entry/exit locations and 45 St is used extensively to access Edworthy park, including the off leash dog area. There is a limit to the amount of traffic the roads can support and consideration must be given to the impact of traffic safety surrounding the Wildwood school where most of the traffic passes.
- We just need more of this style of housing. I wouldn't want to see the entire neighbourhood levelled and replaced, but 40-50% of the area yes.
- the places I choose are sites that have more access and parking for more residents, and it allow density increase without congesting traffic on side streets and middle of the block.
- Higher density communities are needed to support amenities, walk ability and to curb sprawl. A higher density community is a more lively and safe community.
- The development proposed is not what the community wants and it all about money for the developers and the city. If you really listened you would keep the development to the main corridors and leave the parks, green space and secondary corridors alone, just as the community residents have indicated. Get your money elsewhere!!
- Dont want larger tri and forplex housing to block the parks and green spaces and take away from the areas we have, need to keep our green space. Makes sense near transit
- I don't think they should be mixed in on the streets. They end up blocking the sunlight and view for the bungalows. I think the older houses should be preserved and renovated instead of building new 3+ unit homes.
- I don't like the idea of mid block lots or collector streets because their May not be enough room or they could crowd too much on their neighbour. The rest all seem like they will work.
- I think it is OK to build small -scale 3+ unit homes anywhere because the height is same as single homes.
- I think small scale unit homes should be welcomed everywhere.
- The are ugly

- There has to be a lot of underground parking included with any of these projects. You cannot assume that living close to an LRT station means that people will not want a car. I will move into a condo before I die and I'm going to want to keep two cars.
- Leave the main streets and transit stations for bigger buildings. Let small-scale houses onto regular streets.
- stop forcing developments where they are not wanted or needed
- The community I live in (Wildwood) is known as a very established community where many people have and are currently investing in developing new homes or renovating. My family and I have just renovated our home and the proposed plan will now allow 4 story buildings to be built behind our home, blocking our home, sun, and creating more traffic. I understand how it is important to fix the issue with lack of homes in Calgary, and I would completely agree if my home was close to a busy street, the the street in question Wedgewood Dr is not a main road (does not have the yellow line separating traffic) and sometimes it is hard to go through when there are cars parked on the side of the street. There are several new homes just built in both Wedgewood Dr and 5th Av that will now have to share space with buildings, depreciating the values of all homes around (including ours). Unit homes should only be allowed on main streets such as Spruce Dr, 45 street and Worcester Dr (facing Bow Trail).
- I support some densification but having numerous small scale units all on one street decreases the value of that street and leads to issues with parking. Corners often have more space for parking but mid street becomes a problem.
- We need more options. We need basement suites. The current plan is not good. Not enough density. For example, Shagginappi LRT station should have higher density all the way up to 17th. All new developments should be forced to make basement suites. Don't need apartments but more row homes and suites. This should be found within 5 minute walks to all main transit points.
- Because I am tired of trying to find a decent community in Calgary that isn't transformed. The city has allowed poor quality developers to ruin communities with shotty builds
- Density in areas that make sense, but I would hate for this neighborhood to lose character or charm.
- I chose those options for 2 reasons. 1. Building multifamily buildings in the other locations would negatively impact property values for nearby properties. 2. There is always an issue with parking near multifamily buildings. The locations I selected would have the least negative impact on neighboring properties.
- Your map of "collector streets is totally flawed. 29th avenue near 45th is not a collector street. Also NO park should be surrounded by large multi unit multi story buildings!! Graham park as an example is surrounded on the map- it is not a collector area or an appropriate spot for 4 story buildings.
- This will help support local businesses without over crowding neighborhoods. Many neighborhoods in our city have been ruined with rows of infills and duplexes. The streets are packed with cars, the character of the neighborhoods are lost.
- Limiting the development of these properties should only be on busy streets or near stores where traffic is already dense.
- I feel that the infrastructure that exists does not support additional high density housing. Therefore clustering higher density housing on larger access roads might help to mitigate this problem. I am also concerned that the character and the heritage of the community might be destroyed if the density becomes too high. However there has to be

a mix of both and an area that provides for this which is why I believe larger access roads and Main Street our place for these homes

- Small scale homes are important for increasing density and longevity.
- I don't know where small scale and unit homes are most welcome here. We are new to this community and like many things about it.
- We like the current diversity of types of homes and think that should continue. We would not like to see all of the same style and type of housing dominate the area. Currently the part of West Brook that we live in has a neighbourhood feel, with a variety of styles of home design, attractive condos, etc. We would not like to see a continuation of the one style homes that dominate some other areas.
- We also appreciate green areas that enhance the beauty of the community but could provide space for families to gather. They are now under utilized as there are no playgrounds or picnic area, etc. The Westbrook Mall needs more shops etc, the area around the station needs development. Perhaps a combination of shops and residential and walking areas. No big box stores!
- The area has a diversity of people and it would be nice if the development reflected that fact.
- These tend to be larger lots in our community. Also, areas with services would attract more people.
- There are fewer and fewer neighborhoods that are being preserved. Older green neighborhoods offer families quiet streets, parks, areas for recreation, green spaces to grow their families, homes for wild animals, large old trees, diverse species of plants, etc. We need to push back on the idea that we have to infiltrate and pave over all green space. The whole world is moving toward preserving nature and we need to be a part of that. The plan being proposed is exactly what we need to stop. Westbrook has lots of empty shop space. There is plenty of commercial land available to be developed. The areas that are green and family orientated need to stay that way. This entire initiative is anti-environment. It would have a massive carbon foot-print and displace animals, insects, plants and create significant traffic...and for what? So we can have more corners stores close down and have EVEN MORE empty commercial space in Calgary. Its completely unnecessary and will destroy the area.
- The idea of densification makes sense near commercial and main arteries because traffic patterns are established and able to handle the congestion. A critical aspect of any plan demands parking areas for at least 1 1/2 cars per unit. Calgary is a driving city and demographics evolve to vehicle ownership. Allowing for parking is a critical part of any plan.
- More density and options are good
- Small scale homes should be allowed everywhere by default. Reduce regulations, let the free market do its job
- Should only be on main arteries. For example, 37th street would work well but not 45th St.
- Keep inner neighbourhood feel.
- Collector streets include mid block and I believe mid block is unfair to houses on either side
- These types of homes seem out of place when mixed with single detached homes and seem better suited to areas that are already used by lots of people.

- We need a transition zone between the residential and more industrial/business regions. Having these homes around busy streets and businesses will allow for said transition.
- NO parks should have large 3+ story, multi unit buildings around it.
- Too much density - people want to be close but not too far. This will drive the urban sprawl even further as people look to retain large backyards and privacy.
- We are full enough in the inner city.
- Parks should NOT have buildings over 2 stories bordering them- especially Graham park (45th street and 29th Ave)
- Why would anyone seriously consider filling these out when the city has shown time and again they do not listen? They didn't listen to the following; Inglewood high rises, selling parkland, there were over 1 thousand signatures against an 11 unit development on 14th st. It seems the developers always win NOT the taxpayers who are paying your wages!
- 3+ unit homes should be kept out of areas that are not directly beside commercial properties or large train stations like Westbrook. 3+ homes are not appropriate for Westgate or Wildwood.
- Density near transit and commercial locations allows more affordable housing but maintains community feel.
- Small scale homes are always welcome in any place.
- Support for local business and public transportation.
- I live in Glenbrook in the R1 zoning and would rather not have the neighbourhood ruined by higher density homes just to increase property tax revenue.
- Small-scale multi-unit homes should be allowed at all locations. Exclusionary zoning negatively impacts the vibrancy of the city, exacerbates housing affordability issues, provides limited housing options, and continues the environmentally (and fiscally) unsustainable mode of urban growth that has afflicted Calgary for the last century. Calgary should be working to increase availability of "missing middle" housing throughout the city.
- Allowing for more small scale homes everywhere in the community will allow for more walkability. We can fit more homes in, and free areas for commerce. I want to be able to walk and cycle everywhere!
- Large 3+ unit homes should NOT be planned to be located in and around parks in the area. Also, the area already has a lot of street parking issues that would only increase and become more of a problem.
- Parks should NOT have any buildings surrounding them that are over 3 stories. This makes parks inaccessible and reduces the open feel of the areas. Buildings over 3 stories should not be built mid block as they shade neighbours & decrease quality of life for surrounding residents
- We love our Wildwood streets the way they are but would welcome density or affordable housing as checked above.
- Small scale homes should be encouraged throughout all communities
- Leave our residential areas alone! I do NOT want to be looking at (or being looked at) 3+ unit houses around parks+ recreational areas or residential streets
- I think 3+ is excessive and disruptive to the harmony of the community, except in commercial areas where it can make sense to have housing above retail, or on already busy main street and transit areas.
- Within neighborhoods parking becomes an issue with 3+ unit homes on midblock lots. When transit is easily accessible it makes sense to have higher density housing. Traffic

volume concerns when placed on corner or midblock lots. Limited housing (semi & single detached) preferred. Privately owned properties preferred over rental units. Rental units near commercial or long main street)

- Children
- We didn't spend 600k on our house to be surrounded by rental properties, townhouses, duplexes etc.
- We do not live in this area- why was this expensive brochure delivered to my home?
- Large perimeter lots are good at accommodating 3-4 unit mini-condo townhouses. Based on housing, the residents are similar to the people living in detached and duplex homes.
- I think 3+ unit homes are generally a good idea in most places, but it seems like mid-block lots should be priority to single homes & duplexes. Directly near parks and rec facilities also seems good as these 3+ unit homes typically don't have a yard to use.
- no where. Nobody wants your "diversification" garbage. You have turned our block into a parking nightmare. Stop the war on cars! Your "future outlook" for Calgary is destroying the very values we purchased property here. Maybe we should develop your neighborhood!
- The homes I have seen using this design have little room for even a small garden area. It's important that if there is no private green space, people living in these homes have access to green space close by.
- This is a neighborhood of detached and semidetached houses. We don't need or want a bunch of condos jam-packed housing. Parking is bad enough as is.
- Parking is already a nightmare. I need less homes in the area, not more. Do the exact opposite as what was done in Altadore (Marda Loop). We left that community because the City piston fisted it pretty hard.
- Anything but this already established and beautiful area of the city. This city already has too much retail. Build high density at the end of LRT lines where there is room.
- If introducing more people into the community, to alleviate some traffic congestion, keep development close to transit in the hope it will get people to use transit. The word near is too loosely used, developments should either be directly beside or across from commercial shops, or developed jointly with commercial on the same property!
- Not all parks should have high density around them. Shaganappi Park is surrounded by single family dwelling + people from all over use it- even the schools use the creek as an educational/nature learning tool. People enjoy walking to it as a local destination. It depends on the community as to whether or not 3+ unit homes make sense around recreational facilities. Context matters.
- In locations that can support & accommodate parking and extra traffic. Create density around commercial to promote local support for business.
- Collectors are not streets! Streets are human-scale destinations that are designed for pedestrians, bikes and slower traffic areas. Collectors are wide-laned, limited intersection, higher speed roads for cars
- This is a waste of taxpayer money. The roads need fixing, sidewalks repaired. This is all garbage.
- I am in favor of densification
- Higher density style 3+ unit homes best suited/near transit hubs & main streets to promote walkability to transit & amenities as these homes offer less parking and residents may be less likely to or less inclined to own their own vehicles.

- No densification welcomed anywhere
- You definitely DO NOT WANT 3+ unit homes in the middle of a residential block. It creates too much congestion. As seen above I have clarified that development should take place at the 3 LRT station in the affected areas Shaganappi, Westbrook & 45 St SW
- My concerns are parking and traffic on collector streets, regular residential streets and near parks. Some streets marked as collector streets are already challenging to navigate due to cars parked on the sides (challenging both for pedestrians and vehicles)
- Anywhere but this already established and beautiful area of the city (Glendale). This city already has too much retail. Build high density at the end of LTR lines where there is room. Why is there no development being proposed for the northeast??
- I think all of the options apply as long as they are affordable housing. Near stores and shops are very important to me. Also, gas stations and banks. Also, where I am there are lots of seniors who can't do stairs. Houses can't be three level.
- Improve urban landscape around main street and transit station areas. Ease of access to retail amenities. Prefer not the other areas to keep community as a quiet, peaceful place.
- Stop destroying my communities!
- Specifically for Wildwood, the neighborhood is known for single homes, private lots and space. This makes Wildwood valuable! Adding small scale homes and 4 story buildings beside/behind/in front of well-established homes (new builds, newly renovated etc.) will result in huge depreciation. These homes with small scale/buildings should be xxx in areas with busy streets.
- Don't want too many of these 3+ unit homes as it effects the amount of cars parked on the street. The garages are too small for most of their residents to park in. Corner units they look okay on others looks to crowded.
- I support densification and multi-lots everywhere. In particular with the new development going up behind 26 St, there is a lot of opportunity along 26 ST SW for more units currently it held by primary owners, with few opportunities for rental. I know you aren't able to write in purpose- built rental explicitly, but only support for density may help to increase rental opportunities in this central area!
- Small-scale is welcome everywhere, as long as sun/shade and wind studies (before/after) show. No more than 10% increase in negative effects combined.
- All- any places could be good if spread evenly in the community.
- These homes create more traffic plus parking issues can be dealt with in locations checked.
- Parking is already at a premium- traffic issues (already difficult to get out of the community onto board trail, 37th St, 17 Ave)- the green spaces are crucial (many people started using them with COVID) then at the nature green canopy makes Westgate very special- many neighbors walk daily because of the trees and gardens. We don't need a higher density!! we purchased our home in 1973 because of the single family community children grew and now we are able to age in place have a special place for our grandchildren.
- We desperately need small scale housing in this area we are close to transit, inner city + have amenities and greenspace. We need to allow more people to live in this area and to diversify our housing types. Small scale housing is more economic, better for the environment plus allows everyone to access much needed amenities.

- Outside of rural neighborhoods like Wildwood traffic + density is already a huge problem plus increasing density will only destroy the character plus peace in this communities, while making existing problems worse. The infrastructure roads cannot handle this proposed increases without impacting quality of life for current residents.
- Increases diversity of community and property value of surrounding homes.
- It is seen that the density of the 3+ units homes on 31 St between 19 Ave to 17 avenue is so high and has created a lot of issues in the neighborhood. In addition, there is a plan to build a multi housing right on 31 St at 17th Ave intersection which does not make any sense given the area is already super populated and surrounded by lots of multi housings.
- We don't want our whole community completely with the built up with 3+ unit homes but we are happy to have some Westwood drive is already having heavy traffic plus many cars think it is a speed way.
- I support all these choices
- Don't allow "up-zoning" in communities to allow for even denser areas. Shaganappi is a prime example of this constantly happening. Shut developers down when they try to do this. It shouldn't be up to homeowners to fight them.
- No duplex plus larger housing developments north of spruce Dr.
- Please avoid allowing small scale 3 plus unit homes on the north side of 8th Ave southwest between 37th St and Spruce Dr, and Poplar Road
- These are main corridors that typically have wider roads which can accommodate more traffic and parking which is important because these units do have families that can have more than one car. Other locations have much narrower lanes which can result in traffic congestion (volume and parked cars, poor visibility around corners and back alley lanes (safety corner), increase noise become a safety issue for young families and older residents walking around the neighborhood. These buildings would be an eye-sore in other locations and negatively impact the look and feel of the community. These large buildings will abstract light, reduce green space, increase traffic, increase parked cars, clog up alleyways with garbage and recycling bins and make accessing these back lanes even more difficult.
- Small scale homes 3 plus units should only be built opposite, over or adjacent to existing LRT stations + shopping centers of schools. Never within a neighborhood in this area or the city. Near means opposite or adjacent or over only not within 800 m. 3+ units homes detract from residential streets increase in vehicles traffic higher transitory populations that do not contribute to communities.
- Parks provide extra street parking 4 multi unit homes. We live on 26 St southwest between 17 Ave southwest and 26th Ave southwest- this collector street is already a designated bike path with no passing- 26th street is so narrow all cars try to stop and pull over to let cars from the opposite direction pass many +++ bikes use this route extra density is going to make it very unsafe for bikes
- Near Main streets blocks noise 2 neighborhood corner lots just a good location adjacent parks more people plus use parks
- I don't think it is fair for homeowners to have their neighborhoods changed in two a concrete jungle. So keeping 3+ building units away from homes would be best.
- I do not feel that corner lots and middle block lots support the density that comes with these housing options. Traffic + parking are already Increased in our inner city neighborhoods

- The traffic in the area even on collector streets won't be able to support the volume including parking if it is mid-block.
- Smaller streets not designed for higher traffic resulting from higher density and increasing traffic on them is a safety concern. Also increasing lot coverage allowed in mature areas decreases urban forest with resulting increases in pollution + water runoff.
- I want small scale homes everywhere to increase population density. Put them close to major amenities (transit, parks, businesses) so residents can benefit from them.
- Locate them next to the to the mayor's house or any counselors who support the cities densification anti-vehicle agenda. They are also fine for new communities that were designated designed on day one as denser communities keep them out of our R1 or R1C areas
- Collector streets are a poor choice to add higher density housing when traffic calming measures are not in place and we already have a excessive speed, accidents (parked cars+ pedestrians+ lead on in last five years) on Westwood Drive SW -> 47th St+ 47th St SW -> 17th Ave. these are currently raceways and increased density along them will lead to more traffic, more speeding, more accidents. the city must address traffic calming in this area as before introducing more residents.
- I don't see small homes being developed. All I see are infills, where single homes are replaced with expensive duplexes- everything is financially motivated, so I don't see how you are going to control that. you don't need small houses- you need affordable housing. allow Co-op housing, pocket homes, even large homes should have legal walkouts basement suites.
- Keep our streets quiet Glendale. We do not want the additional traffic plus cars parked in neighborhoods that small scale three plus unit homes bring
- Leave as is don't run the district
- I live in the "wedge" (26th Ave/ Crow/ 30 Ave) and this area has been R1 with restrictive covenant from CPR. for years only 1 ½ stories were allowed, then two stories. Now it appears all zoning is mute. 32nd Ave has always been R1- now it is proposed to be 4 stories- wow
- Parks should be around single family homes no high-rise homes
- Don't turn the older neighborhoods into overly crowded cookie cutter style that crack characterizes the newer suburban areas. Keep the variety of the older neighborhoods around... it's more inviting and less boring. i.e Sunnyside = yay! Mackenzie Town = nay 😞
- No development adjacent to parks, low traffic needed for kids safety and area should be family oriented only. We need to protect natural areas and parks environment. No comments for other locations. Revitalization of checked boxes.
- They feel right on busy streets
- I do not support 3+ unit homes within "Neighborhood Local" areas. 3+ Unit homes are better suited for the area checked above.
- Do not want more density!! It increases traffic, parking issues, noise and decreases the serenity of residential areas
- Too much high density. Try Mount Royal. Quit wasting money
- More parking here
- R2 zones in Glenbrook now being rezoned to TR1 of 4-plexes with suites continuous street congestion with parking. almost 80% lot coverage including garage is much more

than 45%. If more families why is Glenbrook school closing? half utilities like sewer lines, water lines being upgraded to handle twice the density?

- These are main corridors that typically have wider roads which can accommodate more traffic and parking which is important because these units do have families that can have more than one car. Other locations have much narrower lanes which can result in traffic congestion (volume and parked cars), poor visibility around corners and back alley lanes (safety corner), increase noise, become a safety issue for young families and older residents walking around the neighborhood. These buildings would be an eyesore in other locations and negatively impact the look and feel of the community. These large buildings will obstruct light, reduce green space, increase traffic, increase parked cars, clog up alleyways with garbage and recycling bins and make accessing these back lines even more difficult.
- I believe small scale homes deserve better access to community amenities since they have produced land of their own. Many people live in small scale homes for shared resource years, while remaining fairly self-sufficient if you want to make small scale homes attractive former groups locate them on prime plots (ex besides shops, sparks).
- Difficult to comment when I don't know plants 17 avenue between 29th and 31st street by Shaganappi golf course east of 26th Street.
- 45 Street is ideal for increasing density. Vacant land in front of CPS east side of 45 St. AMA site on Westwood drive. Only these locations.
- I disagree with proposal on page 7. I do not support the duplexes + semi-detached homes (3 stories) because they do not have similar height or lot coverage to single detached homes. Often the setback becomes much closer (ie to sidewalk) and makes for an unappealing neighborhood from a walkability perspective.
- The definition of small scale being three plus unit homes is not small scale where are these senior residents in Glendale (Pg. 3 word bubble) going to move into? I don't think a 3-story house! No multi-unit homes on 1 R-1 lot. We pride ourselves I'm having parking for visitors and more than one vehicle to be able to drive down the road. Glendale is not killarney we never want it to be a part of Westbrook L AP and it was forced on the Community Association.
- On collector streets only if parking doesn't interfere with traffic flow R1 neighborhoods should stay R1 or at most half back lane houses. Open spaces should stay open- that's the vapo that attracted home buyers to the neighborhood. Parks used for sports have trouble with parking during events- adding three story buildings adjacent would further complicate.
- Do not change Westbrook homes and zones. Keep it as single family and smaller homes only. Please do not develop around parks, keep these spaces open and not full of homes that are two to three Stories high. It ruins the whole point of green spaces, parks and nature. Keep nature Calm we do not want the residential streets filled with cars traffic and people constantly.
- I chose those options so that the streets don't look too overcrowded, neighborhoods need to stay looking nice and inviting two mini condos going up in this city don't need more condominium buildings.
- Westgate is closed enough to downtown and transit to support more density everywhere.
- I feel city engineers are best equipped to decide. I live in a dark townhouse community and don't understand why these may be undesirable for single family residence owners.

- The communities of Killarney + Glengarry are getting too congested; Parking is becoming a constant issue. I do not want my community to become what murder loop has developed into- tremendously congested at all times. No 3+ unit homes close to parks or along 26th Ave!!
- Three plus unit homes should be welcomed everywhere- higher density is important to make the city more suitable. There are way too many single family homes in the neighborhood and the city in general.
- In certain Westbrook communities (Glendale, Wildwood) higher density would negatively affect the neighborhood feel + charm. Not everyone is searching for a variety of housing options and higher density in those areas which create more pollution, traffic, and noise.
- Mixed housing should be available everywhere as it easily increases density, improves housing costs, increases sense of community.
- I do not want low modified buildings around Wildwood school- only limited. Please remove that around the Wildwood school and field.
- Because the Westbrook area can easily be accessed from downtown. In fact, this is inner city living. Multi-unit homes increase population density and property tax revenue for the area. The residents here are all wealthy and extremely privileged to be able to afford property here, but they are not entitled to living the suburbs urban life with inner city you can't have your cake and eat it boomers.
- First of all you don't define what is a collector street; etc. Secondly the map of future- do not like mid \leq 12 stories on 45 and Bow nor on 45 & 17 Ave (AMA here). Low modified \leq 4 stories on 45 South of 10 Ave.
- The community is primarily single family and I would like it to stay that way the city has done a poor job of planning in areas that have been large scale multifamily, just look at Marda Loop it's a traffic nightmare.
- Collector streets in Spruce Cliff = 8th Ave, Spruce Dr, 37 St SW
- We do not want to waste taxpayers' money on wider sidewalks or traffic calming measures, as has been done on 26th St SW and 37 St. Try fixing potholes, paving streets maintaining infrastructure and existing recreational facilities, such as tennis courts, baseball diamonds and golf courses. Try weed control and planting flowers at Shaganappi Golf Course rather than letting it deteriorate.
- We should take every opportunity to increase our abundance city, especially in an inner city neighborhood such as Westbrook, instead of end list unsustainable urban sprawl.
- Comments from 18th St and 11th Ave southwest the area here is predominantly apartments/condos. Sunalta to West many older homes closer to 14th St SW.
- I don't see why they can't be integrated throughout the community by only allowing higher density along collector streets for example we would get into the same situation as new builds communities who only built the multi family homes on the out skirts adjacent to larger roads. Why do we assume people who prefer to live in a smaller space or choose to not have yard work + snow shoveling shores are OK with more road noise+ air pollution?
- Not within communities, residents purchased houses to raise children+ hopefully maintain quiet yet brant neighborhood field versus busy inner-city type of living
- Parks, recreation areas ideally should enjoy an I'm in petted view horizon 2 first add two sentence of space and not feel hemmed in and 2nd allow visitor parking around parks, rec, rather than having it taken up by permanent residents in dense buildings.

- I chose this option. I think we need to be having more density and diverse prices in the neighborhoods my only concern maybe the parking- but since these options would have a back lane it may not be too much of a problem.
- As a homeowner who lives along 26th Ave SW and West of 45th St SW all types of small scale 3+ unit homes would be welcomed.
- As indicated in this report, multi-unit homes have their place, and I don't think they belong on quiet residential streets, so I prefer to have them as indicated above.
- I think a community thrives with diversity of homes plus residents. I believe that the opportunity for seniors to age in their familiar community is a win-win situation for seniors and the community. Small scale 3+ unit homes/ apartments/ low modified buildings add to a community like Wildwood would give opportunities for residents of all ages to rent or own. Perhaps small scale seniors residences could also be considered.
- Because I don't want all the cars parked on my street. It gets very congested.
- These options keep the midblock lots less congested.
- Not in West gate as already large traffic/parking problems. 3+ Unit homes would triple the issue.
- Established communities could see some limited number of small scale homes in appropriate areas. As past president of the Wildwood Community Association for more than two years I talked to many residents. Almost without exception, residents moved for the large lots, treed streets, parks and sense of community. Many also left multifamily neighborhoods to come to our community because it is single family+ has less density.
- I think that buildings of four stories are far too high and intrusive to be spread any further. Duplexes and fourplexes should be as tall and big as dwellings get in residential areas.
- 3+ unit home should not be considered with the residential community.
- Nowhere 3+ units are for inner city, downtown. We worked hard to pay for our single family R1 dwelling where our children can play on the grass in the front yard and backyard and where they can enjoy peace, quiet and tranquility!! Please protect our youth: their mental health and state of mind. Stop with 3+ units here!! Give us peaceful suburbia.
- Not in the established communities. I would prefer only single unit or duplex homes nothing over three stories no commercial added retain R1 status!
- Street parking, stress on sewage/water/power infrastructure-traffic/safety in and out of tight spaces. Concern is that a \$600,000 single family home will be replaced with 4 \$600,000 (\$2,400,000 total) rowhomes this is not the way to increase diversity or encourage younger families or seniors to move in. Seniors are often advised to stay in their homes due to familiarity with layout. Moving within Community is not what is meant by aging in place.
- Small scale 3+ homes should not be placed within established communities at all this will disrupt parks schools, playgrounds, established houses that are already there + completely transform the feeling of of community to get in neighborhoods such as Wildwood in a negative way. These neighborhoods have been designed the way they are for a reason further increasing density will overcrowd. Not to mention destroy natural parks + ecosystems. If 3+ homes where to be constructed, they should be around or very close to transit stations/ shelters and malls such as Westbrook mall. Do not build within established communities!!

- The truth is no small scale 3+ unit homes are nor will be welcomed in the community of Westgate by the vast majority of homeowners. Primarily R1 and R2 residences have limited means of entrance and egress: higher density well only compounds the traffic problems we now face. The number of absentee homeowners who have purchased as a country property for rental purposes is turning this once vibrant community into a slum like community like rose rock. Rental people could care less about the property they rent.
- In places where there is enough room for parking on residential streets. Transit station areas and commercial areas are also suitable because they are usually areas with higher buildings so more tall homes is less disruptive there. I would prefer if they were not built around parks, recreation or schools. Not sure what a collector street is.
- There needs to be sufficient parking density to accommodate added vehicles. 3+ Unit homes could benefit more from parks across undo too having less backyard space.
- More benches in city land would be great not more housing is in spruce Cliff area there is lot of homes. Why not have some benches to put on some of the green spaces for people with kids, the elderly for having a rest or just sit down for a little while. Be kind to us give us a break take care.
- Vehicle congestion would need to be considered; if every household continues to have more than one car where will they park?? Please do not turn our green spaces into housing.
- Most of these questions don't pertain to me. I don't see anything that would help seniors!
- This "public" consultation didn't provide enough time for the public to actually become educated about this project. Extend the deadline.
- This is a hugely expensive booklet!!! SAD
- Small shops could have 1 apartment above each
- All
- I am essentially on board with increased development in the community I think it will make it more fun and convenient.
- I would not put 3+ unit houses around parks because it is safer for kids when there is less cars. I would also not put 3+ unit houses mid-block because parking will be a problem.
- Do not want to impede collector streets purpose.
- These need to have parking available for the two plus vehicles for each unit. Are any of these rental units? We need many more rental accommodations.
- Avoid breaking up the green spaces with commercial shops. Avoid increasing traffic on the yellow area specially near the green spaces keep it safe for kids.
- To be honest, your map 1 is confusing, specially since the descriptions above are not used on map 1. I am not sure what Main Street is. I have circled transit station areas as a good place to be shops. Do not put adjacent to parks and main corridors like spruce Dr as that ruins the beauty of the "openness" of these areas.
- These homes could be constructed along 30 7th St. More intense housing around Westbrook LRT station
- They should only be on 37th and 17th Ave.
- I support small scale 3+ unit homes close to small businesses and transit station areas, but do not support them amongst the streets with older bungalow style homes such as in Westgate multistory homes ruined their privacy of bungalow style homes. I strongly support higher density living close to small businesses to help support local business.

- Concerned about adding too much-think it should be conservative for where those can be allowed.
- Think limit should be kept in mind, as it makes neighborhoods way too congested.
- I have chosen none of the options offered as they are not mutually exclusive!!
- I oppose multi unit (>2 units) on mid block lots as they will totally change the dynamics and look of current streets. Keeping them in specific areas (eg: corner lots) benefits their scale but does not result in a "hodge podge" of dwellings reminiscent of a small town where there was no planning. Don't overmix styles.
- These types of homes are needed more in local neighborhoods ("Neighborhood Local") as in single detached homes are becoming increasingly unaffordable for adults of childbearing age. Rowhouses/Townhouses are now becoming the only option left for us who want to raise a family. A rowhouse in what is known as the suburbs (or "Neighborhood Local") would allow and attract young families. It would prevent sprawl and ease taxes. It encourages home ownership, preventing an never-ending cycle of renting only in downtown areas
- I am against 3 + unit homes unless they pave their back yards for parking spaces to accommodate their residents
- Only as an alternative to single family detached or perhaps small multi plexes (duplexes). The current zoning is a waste of space, barely walkable and ridiculously inefficient. Anything higher destiny helps
- 3+ unit homes lead to street congestion and greatly reduces parking - not acceptable. Water pressure is reduced in existing areas as the older existing water infrastructure can't handle more users
- Parking availability. Walkable neighborhoods / parks
- As someone living in a small scale unit, a huge draw to the Westbrook community was the diversity of homes and the number of families we could see living in our neighborhoods. Personally, transit is a necessity for us, especially as parking can be an issue in these types of residences. We are also ecstatic that there is a park just one block over. When you can't afford a house with you own yard, green spaces become invaluable.
- I am against all types of 3 + homes being included in a "Local Area Plan". This is a poorly executed guise at "consultation" with the community so that City of Calgary can have a free for all re-zoning without considering objections from directly affected property owners to specific application
- Next to two storey houses, not 1 storey houses. Otherwise you block the view and sun
- It is not clear if small-scale homes have elevators. Currently a bungalow is best for seniors with basement as rental. Seniors in bungalows can live on one floor. "Infills" (small scale homes) have +++ stairs. I think a blend of apartments like the one on 28th street and 19th would house more people than small scale homes. More affordable housing. More green spaces.
- I'm not sure where is the best, but I know there is a new one on Richmond Rd on 24th street and it feels dangerous to cross and drive there now b/c of the parked cars. When more density is allowed it come with safety planning? Like better marked crosswalks or traffic lights? I like density but could we adjust the infrastructure to support it?
- The idea of densification makes sense near commercial and main arteries because traffic patterns are established and able to handle the congestion. A critical aspect of any plan demands parking areas for at least 1.5 cars per unit. Calgary is a driving city and

demographics evolve to rethink ownership. Allowing for parking is a critical part of any plan

- Around parks should not have any buildings over two stories - it would create large looming structures over these public areas. Similarly mid-block these large buildings should not be allowed as it will shade neighbors and create privacy issues
- You can't generalize this way. You have to consider each specific location. For example: I would normally consider "mainstreets" but what is being done on Richmond Road SW - creating townhomes with insufficient off street parking has made Richmond Road SW dangerous for drivers and the home owners. Delivery trucks now have to drive down the wrong side of the road because the road with parked vehicles and cement median is too narrow and/or too sharp of a turn. A motorcycle can't easily turn either.
- I believe small scale homes are the most acceptable in all our communities
- Glenbrook already has plenty of 3+ unit homes. We have new houses, low rise apartments etc. We don't need more. These do not increase affordability. One unit in a new four-plex costs the same as a bungalow! Most of the areas mentioned are not appropriate for 3+ unit dwellings. They are too large and take over the streetscape
- The options provided combine areas where I would support such development with areas where I would not. Further the term "collector streets" is not used in the document. As a final point of favour a phased development identifying areas such as near Westbrook Station to be developed before the area south of the 45th street station. For the present, I would support such development on main st, near Westbrook station, on streets 4 lanes wide (where cars can drive in both directions even when cars are parked on both sides of the street) adjacent to civic and recreational facilities and "new" small scale commercial shops. I am opposed to inserting such housing throughout the community. The areas with commercial development should have density increased before the solely residential streets.
- We, in Glenbrook, do not want to live in a neighbourhood that is just walls of houses everywhere, whether that is walls of house while walking along the street, or walls of house surrounding a backyard, blocking out the sun. 3+ unit homes, and even semi detached homes, make for a really unpleasant landscape. Glenbrook is a community of trees and gardens, and we want to continue to be so. That is why residents moved here in the first place
- A duplex maintains the feel of a small scale home as it is on a smaller sized lot. Even though the City has arbitrarily chosen to call a >3 unit home "small scale", it is NOT. It is medium scale. >3 unit homes impact the residential community by giving it a more crowded downtown atmosphere. People chose to live miles from the centre of town to enjoy the benefits of residential, less dense communities, which are decreased with apartments and 3+" units
- On corner lots, 3+ unit homes should not be built. There will be more parked cars on the street, even if a garage is available. For traffic crossing the road, sight lines will be hindered, making crossing more dangerous.
- Large unutilized green space south of Westbrook mall and LRT station, behind (east of) commercial complex that has a dollarama and shoppers drug mart
- I am not sure why near parks should be higher density - easier to sell?
- We don't need 3+ unit homes adjacent to parks. Parks (and use of) already densifies streets

- As rowhouses, triplexes, fourplexes allow greater height and lot coverage, they should not be allowed backing onto bungalow neighbourhoods due to privacy concerns, noise and traffic concerns, parking issues not to mention decrease in tree canopies, critical in battling "climate crisis". My area, 26 Ave at Sarcee/37 already dealing with street parking, bike route, traffic congestion due to schools. Athletic park events which would be compounded by 3+ units
- Residents of Glendale (I can speak for Georgia St) are insulted by the citizen statement on page 3. "What options does Glendale have..." Most Glendale residents (retired and working) enjoy yard work and their properties. That's why they live there. Most wish to stay in their homes as long as possible and can easily access home and yard services when necessary. Not all communities need to be the same.
- Calgary should study other Canadian cities and place much/more dense and varied housing centred around metro/ sky train or LRT stations. In Calgary, North Hill Mall has tried to do this to a degree, but it seemed to only attract seniors to the development. In greater Vancouver you have Metrotown. All of Calgary City Council, including the Mayor, should go study and see how it is done!
- They should be placed where they not only don't block existing views but also don't affect existing homes by blocking back the snow, hail or wind to established homes, making it harder, especially for seniors, to clear snow and grow plants and maintain buildings like roofs etc.
- Don't build 3+ unit homes on parks. I live on the park adjacent to Graham Drive. If you build there it will ruin the winter skating, the picnicing/fire pit use/ baby park. People with little kids in the back lane to use the amenities. It works great. If you increase density, parking will become a problem. The rich infill users will monopolize the fire pit/ picnicing, as their big homes don't have yards. The park adjacent to Glenbrook school is heavily used by baseball / football. You want to take their parking. You seem to want to screw over Glenbrook the worst.
- They would not be welcomed anywhere. 1. Property values will drop. 2. The way of life that I've paid dearly for [in taxes, cost of property, and in renovations] will be lost due to traffic, noise, lack of parking, rental properties that are not maintained, more garbage, etc. Wildwood is a wildlife corridor, what will happen with that?
- As a resident of Wildwood, it is a unique community bounded by the bow river, sarcee trail, bow trail and spruce cliff. There is limited access into and out of the community. The concept of increased density using even small scale homes such as row homes will increase congestion of traffic potentially impacting fire/police/EMS access. Westbrook mall badly needs a facelift and Westbrook station needs to become a safe location for transit riders.
- On Main Streets / transit station adjacent four major stations. These main streets would be 37th and 17th as an example. Other areas like schools or parks pose safety risks.
- Only appropriate on commercial streets IE 17th Ave SW, 37th St SW. All other locations result in traffic and safety issue, major concern specifically around schools.
- High density housing should be limited to sites directly adjacent to commercial and non transit areas to permit use by dwellers without vehicles. Excessive use of and approval of small scale three plus unit homes has resulted in community feel destruction as street parked vehicles become the characterization of the neighborhoods. Is Calgary building communities for people to live or cars to park?

- Are you people on drugs? Why do you want to destroy many nice streets by making them high density horrible places to live! Do you think we are drinking your kool aid? Shame on you! Where do you live? Do you want a four Plex beside you after having a single family bungalow. In Glenbrook 3 plus units should only be allowed by shopping malls or LRT stations.
- Small scale homes should only be on main streets and transit station areas. They aren't really small are they? They will destroy the property values of bungalows and duplexes. They will have no yards and will turn back alleys into a wall. Don't put them on back lanes of parks. There is no green excuse to do it, unless green equals money for city councilor's buddies. We should do everything we can to make parks accessible to all, not to make them the substitute backyards for infills. Three and four story infills will ruin the ambience in our parks.
- The density of three plus unit homes creates, is frustrating for long-term homeowners who have maintained their lots beautifully. People still need space to feel like their lot is not being overrun by the influx of people in three plus unit homes. The traffic congestion along 26th Ave and 33rd Ave is getting to be problematic. Again, same thing happened in Marda Loop! Just FYI, I refuse to sharp in that horribly congested area!!! I am also a 15 year resident!!
- Main streets that are wider could accommodate increased traffic which would be caused by increased density if three plus units were allowed. However, narrow streets such as Georgia and many others would not be able to handle the increased flow of traffic, especially if cars have to park on the street. A good example of this is 33rd St South of 17th. This part of 33rd has a lot of three plus unit homes. This part of 33 is narrow compared to the part north of 17th of three plus unit homes. Cars have to use street parking because of increased density caused by so many three plus units. Cars are constantly having to move to the side of the street where there happens to be and opening to let the flow of traffic go by in the opposite direction.
- Other. On a case by case basis. Please limit small scale homes to secondary suites and laneway homes for properties adjacent to green spaces to preserve the older community aesthetic, urban canopy and existing streetscape. Semi detached and duplex homes should only be considered in proximity to neighborhood connector routes and main traffic and transit routes. Larger small scale homes should be considered on a case by case basis only in areas adjacent to main streets and transit stations. In all cases, small scale homes should have sufficient off street parking for all living units and should not have significant shadowing impacts on adjacent properties,
- I would have checked off collector streets except for the fact that I would only consider 17th, 33rd, 37th and Bow Trail to be on connectors (not Spruce). I did check off small scale shops to support these and encourage more. Yes, please develop the empty field on 17th and develop the commercial center on 17th and 37th. Please remove the large pink pots on 17th. They look silly. The grass plants on 17 look great in the summer and terrible in the winter.
- None of the other residents in the west communities wants the other options. I live in Wildwood, we certainly don't want three plus unit homes anywhere in this neighborhood. As far as placing homes on corner lots on Spruce Dr - certainly not. At the present time we enjoy meeting our neighbors on Spruce Cliff. This concept is not even done in the UK or the United States.

- Part of your design must include how people will park. What has happened in Killarney is horrible thanks to high density housing. You have nowhere to park because everyone uses the street. Where do guests park? Can you make a rule that only two cars per household are allowed? Or build parkades?
- 1920 Georgia St SW
- 45th St and 17 Ave – safety / high volume of cars. The issue again is safety. This was presented when LRT went through. Please put LRT below ground level so we can let emergency vehicles be free to get out to six schools on 45th and 17th because of transit use. Vincent Massey, Saint Michaels, Glendale, St. Thomas, Saint Gregory, and Glendale Meadows charter school. Parents dropping off and picking up children create a steady stream of traffic. If police could be consulted, would they recommend more density and traffic on this corner??
- Keep multi unit buildings off of small scale streets and also not mid block, those large buildings shade neighbors and create parking issues.
- If approved, the minimum development in all areas will be R-C2, M-C2, M-C6 and/or equivalents. This needs far more review as only introduced in a phase 3. Unrealistic time frame to comment on, also summer. This should not be at one plan fits all communities.
- Higher density on 37th is a big enough cost. Increase of density on secondary roads to access Richmond Rd and 17th Ave means higher traffic risk. I have been in this area of Calgary for 62 years and I have driven the city for over 50 years. Calgary's surface area says we still drive and can bus when reasonable distance and time. Don't lose that community service.
- Corner lot locations - lots of privacy to existing homes / yards
- Please no development around parks, schools and community centers. It creates too much traffic. Schools bring daily traffic in Westgate alone for over 1200 students. Hard to access main roads in and out of community during drop off and pick up times. Fine for major routes such as 37th St SW.
- It feels like this planning exercise is taking everything residents like about their community and destroying it. People choose to live in these communities because they like the small homes, mature trees, and peaceful atmosphere. Putting up walls of multi unit dwellings, where there was formerly yard trees and wildlife, completely ruins everything we like about living here. I'm especially frustrated with what appears to be a plan to allow a new semi detached or duplex to be built on any lot. We have seen many of these built in Glenbrook recently and they are huge! New detached homes rarely takes up that much space. The impacts on neighboring properties are enormous (ex. in shadow much of the day). much of Glenbrook is already zoned to allow semi detached homes. Please do not allow semi-detached/duplexes on properties that currently only allow detached homes. Let us keep at least part of our community slightly quieter.
- They should be limited to areas that are high density- not spread out everywhere. Nowhere in this plan do you suggest keeping R1 areas- yet that is where we want to be. We pay taxes, invested with that prerequisite and now you want to change it??
- Units like above (3+ homes) are best integrated everywhere so that streets are visually interesting + people (of all incomes) are interspersed in those areas.
- Near main street on transit could decrease the need for more vehicles and parking. Example being able to walk to a grocery store.
- The only places that are acceptable are on Bow Trail, close to see train stations, and on properties that aren't zoned R1

- On corner lots only, the small scale 3+ unit homes already built are negatively impacting the neighborhood, specially in terms off over densifying it (they are without applicable parking spaces With the number of units. People living there and their visitors do not have space to park around there are buildings and it in turn negatively impacts the rest of the owners and renters. Additionally with three bins for every unit there is no room for proper storage and collection for garbage, recycling and compost.
- Low modified housing around Wildwood elementary school inappropriate and unnecessary. Donuts around natural areas, parks and open space in Wildwood with limited, low modified low structures.
- It is probably enormous assumption to assume three plus unit homes would not involve vehicles. Where to park and consume sitter that nearly every adult has some form of automobile. For this reason collectors are a no-go. Competition for a street space by residents, visitors 3+, collides with transit needs come up bicycle lanes. Having 3+ near parks makes sense as yard space is reduced to near zero.
- Park should not have large buildings around them. These are residential quiet areas and should not be overly densified so that they remain enjoyable for all.1
- On periphery streets there is limited parking so no! propose you build semi-detached and duplexes on main streets, no crescents! Westwood Dr would be better than Westglen [illegible]- streets are narrow no room for additional parking
- Where is Main Street?
- No! No more density! [removed] Why did you spend so much money on those silly mailboxes... Nobody looks at your expensively produced brochures... waste of money!
- 3+ units will need additional parking. 3+ units will draw from sewer and water systems in place that was designed for single family housing. These units are too big to be directly beside a school or playground. This is a safety issue.
- None of the above. These areas are already too congested to add this type of development.
- I live in Wildwood and there needs to be an impact statement done to be able to answer any of these questions appropriately. If the City of Calgary hasn't done an impact statement on how these proposed developments will affect our neighborhood and Edworthy Park, then this needs to be done first. If the City doesn't want to do an impact statement, then our community will do it. Wildwood has an advocacy group. You can contact them to talk about this.
- None of the above. The area is already too congested to add this type of development.
- Not across the alley from traditional one and 2 story detached residences, especially when they block their neighbors sunlight
- I believe the neighborhood should be walkable and family friendly. It's important that the infrastructure of the neighborhood is old and is likely unable to support some of the proposed changes.
- I think it is a great idea to put high density homes along Bow Trail- especially where there is a second street running parallel to Bow Trail. This is similar to the extra street running parallel to Richmond Road.
- Increasing density with small scale 3+ unit homes should be near main street/transit areas to promote walkability and green modes of transport... elsewhere, these small scale have cause parking and traffic congestion for existing residents.
- The issues of development to be welcomed and not look at the two areas in your report you are not addressing makes giving feedback to your plans one sided. I have talked to

residents through various corridors design and materials plus concerns listed as being not in your scope page 18 makes our voice not heard. Density is not the answer to congestion, noise and diversity. Developers come, tear down character and flow and leave rest to deal with that you want address in your plan. You should reassess what happens when you squeeze, in height or number of people into pre-existing communities. You are solely looking at what you want to and not the stressors when you leave your development and residents have to deal with your decisions. Something smells and appears like not being fully disclosed. Money > people is not community!

- 3+ unit home should be restricted to transit station and main stations only! 17th Ave., Bow Trail, 37 street have ability to handle increased population and not affect the inner neighborhood. The other areas should be [illegible]
- I wasn't going to respond to this, but two comments 30 years ago, when our family moved to Calgary and moved into Edgemont our 10 year old son referred to our neighborhood as "plastic land" I had family visiting from Edmonton this past weekend and on Sunday we had a nice breakfast at brackeys after our meal we walked around the block you should take that walk all concrete the mountains are beautiful until someone wants to make \$\$\$ and perhaps below the top of the mountain of course. PS. I live in Killarney for the past 30 years - walk down 37 Street SW concrete is all a person sees.
- I strongly disagree with small scale units that back onto already established single family homes for example, the areas around surrounding the wildwoods school should not be for small scale homes. It would block sun and would disrupt privacy (looking into backyards etc.)
- First of all what you are calling a small scale home isn't that at all. Call it a townhouse or a condo and stop trying to obscure what you are doing. I don't really support these types of units within neighborhoods at all. They remove green space. They remove light. They remove trees. They are not designed to keep our Community School when temperatures rise. There is no room for gardens. They are not built sustainably and don't even have triple pane windows. They are cash grabs and nothing more. They don't improve communities because they aren't for family living or for long term ownership. These do not meet your so cold core values!
- On corner lots- maybe depends on proximity to collector streets. Adjacent to parks- no; Adjacent to recreational and civic facilities- yes. I said yes to some locations and no to others in order to attempt to introduce a gradual density transition, instead of Sudden change that may smarter the vibe of the neighborhood.
- Small scale homes with three plus units should be allowed in all areas with exception of main streets and transit areas. Three plus unit homes would increase density in the inner city without materially affecting the existing neighborhood. Main streets and transit areas should be reserved for larger developments to provide more people with access to transit.
- Corner lots should be limited to two out of four corners. Excess Parking with more than two lots make it difficult to drive through the street and watch for cars when crossing street.
- Small scale homes should be built in communities that already been zoned for this. For example, Killarney. Council should not be changing the characteristics of a community without giving the current residents a chance to vote on it!

- Privacy is already an issue in these neighborhoods. Having 3 or more neighbors beyond 1 immediate neighbor is very unpleasant. The houses beside these significantly lose their resell value. Parking also becomes a big problem.
- You have not defined "collector streets" in phase 3 maps.
- Did not choose midblock for parking purposes. A corner lot [illegible] for parking on streets and avenues for multi units. Mid lot would face parking stress.
- Areas adjacent, behind or next to mid or "low modified" areas should be allowed to have similar density specially with areas streets that have an alley.
- 3+ Unit homes have small yards thus greater need of parks.
- Nowhere in Wildwood. Reasons: higher density will have a negative impact on wildlife, aging sewer and water lines, crime, traffic, the safety of children in the neighborhood, parking common noise, property values. where are the studies you have done to show the impact on these things? No studies, then no development!
- Question-why are backyard secondary suites permitted in row houses but not triplexes or fourplexes? That doesn't seem to make a lot of sense? I do not agree with small scale townhouses/tri or fourplex in "neighborhood local" zones if they are zoned for secondary/backyard. They are too dense for corner lots-parking end up blocking visibility at intersections and it's dangerous!
- The north end of 37 is full of traffic big trucks, schools buses, [illegible] buses and any other big trucks. They don't use Spruce Dr (park zone) 45th (park zone). they race up and down at night.
- The 3+ home units are often aesthetically interruptive when they are not situated by other 3+ units. Should not be woven into neighborhoods because single detached homes on other side.
- Small scale homes should not include single detached homes. Single detached homes can go in areas where multi home complexes should not be allowed. I feel like this is a trick question. Small- scale homes belong in new subdivisions.
- The mature trees are very important to everyone living here and there are fewer big trees generally on corner lots I think so I would put 4 story buildings there first: The big trees need to be preserved (not just allowed to stand but kept healthy with clean air and no disturbance to roots). a contrary thought is that when cars parked near corners and Glenbrook the sight-lines add intersections are already very poor. If more cars are parked by corners there may be more collisions. Only parks where the land rises should have big buildings around them on lower ground. parks and valleys would be boxed in by tall buildings.
- Not near my street-only on a main street. parking is an issue already in Rosscarrok, allowing 3 plus unit homes will increase the number of people parking on the street. also, pertaining to Rosscarrok, the community demographics are already highly unbalanced, more density will only add to that. I.e., number renters versus owners, average community income is substantially lower than surrounding communities due to the higher number of rentals/density. Rosscarrok does not need any more density.
- Please do not allow buildups along 26th Ave. If you continue to allow large scale housing adjacent to 26 Ave SW you will have a continuation of the congestion that is evident at 14th St and 26 Ave SW. We have open streets now that seniors can use and feel safe on because of the open visibility.
- For environmental call my social and quality of life reasons, Westbrook communities should have substantial areas of lower density housing and lower percentage of

properties covered by buildings. Rain needs to go into ground [illegible] not just run off to storm drains [illegible]. Room for families, children to play, trees to grow, undistracted sunlight.

- We already have parking issues.
- None of the above- does not belong in R1 zoning. We bought a home in our one for reason of single family homes. Go densify your new communities then people know what they are buying into.
- Need to increase density near services; however, we must ensure it doesn't have adverse (unintended) side effects like excessive traffic, lack of parking, or prevent other development.
- Glendale is in the corridor of 17th Ave and 45th St. 45th street is not built to handle any more traffic. Adding three plus unit homes, stacked townhouses or apartments would lead to a traffic nightmare and parking would be a huge issue.
- Everywhere. It's time to increase density for safety sustainability and efficiency.
- In R1 neighborhoods just limited to corner lots due to parking. In order to meet a diversity of housing needs, minimize climate change and limit infrastructure pressure come on more inner city and peripheral inner city densification needs to occur. I would like to see large 55 plus feet lots be able to be subdivided and also allow basement and carriage house suites on a single family dwelling.
- Parking with small scale homes becomes an issue. Builders need to be held accountable to build 1.5 to two parking spots per unit to ensure parking availability on the streets. The only reason I didn't check off more areas was that I don't believe the parking spots are managed well.
- Fill up the empty area around Westbrook LRT that has been vacant eyesore for too long instead of destroying communities and green spaces along 37th St, 33 St South of Bow Trail. Not in established single or infill areas.
- Commercial property should be on main streets like small corner stores where more access is available and parking is available so customers don't take up places where people need to park in front of their homes and visitors.
- I do not approve of any three plus unit houses in my community or commercial development either because of already present heavy traffic flow through my Wildwood community. This is due to churches, elementary school, bus line and Edworthy Park. Behind us there is a steady stream of traffic every day, all day, seven days a week. by adding more people and businesses will only make it worse.
- We recognize importance of diverse housing. Increased density creates traffic and safety issues for children and places stress on parks/natural areas therefore opposed to more dense housing in proximity to these areas. Make depend on collector streets-if school playground area then no otherwise OK.
- Your questions are tricky, and lead to an answer that you are looking for.
- Do not want dance 3+ housing near current schools. Traffic is already a problem and this would add to the problem. Also, noise would be an issue! Leave it from being near schools!
- The definition of small scale homes is farcical. An exercise in inveiglement. Insulting really. A 3 floor home is not a small home. As is not a 3- plex or a 4-plex. They totally [illegible] a clear view of the sky/ housing that existed prior to this development. They are large homes buildings as clearly stated in the response to FAQ #5, p. 17, and lead to [illegible] living and parking issues. 10 m high is not small scale.

- 3+ homes should be confined to areas where there is already higher elevations and commercial activity so as to minimize intrusion on primarily bungalow communities. Some of the negative impacts to these bungalow communities would include loss of privacy, loss of tree canopy, increase traffic and congestion leading to safety issues, increased noise and loss of sense of community.
- Small scale is two-story. Your 3/4 story in fells will destroy neighbors' enjoyment of their yards. Do not put them near parks. They will ruin their character and use by others. Parks will become "walled in" by infills and other residents want half parking to visit. It will be the infills park not the communities.
- It seems very inappropriate for this area. No you did not get it right. Use Bow Trail or 17th Ave for your large buildings and homes.
- Welcomed only on main streets (17th Ave, 37th S, Bow Trail). small scale homes are 1 or 2 stories. You want to destroy neighborhoods and their character by packing people in like in downtown. We don't have the amenities they do so let us stay the suburbs. Please do not do your 3+ unit homes near parks. It destroys access and character.
- Keep multi-unit buildings near main roads and existing commercial areas.
- If you allow density to grow, where are you parking all the vehicles? You should be expecting transit use more!!! have you taking a bus or train recently??
- Larger/taller homes block the sun. Newer mid- block ruins the feeling on the street. Main streets but not when it [illegible] on existing neighbors. Only collector streets if there are no parks in those streets.
- None: development of 3+ units homes creates crowding and over burden surfaces. Not including parking design, waste and privacy connected is irresponsible and strategically deceptive to deflect issues and pass plans without considering the full scope of the impact. Increasing density in these lower density areas devalues existing property values while the city continues to increase taxation. Increasing density has not proven to lower taxation. Increase density spreads crime and thing firms service ability to deal with such issues. Existing higher density locations and services such as schools and commercial areas are already at capacity and the plans suggested do not address police, schooling, traffic and site services.
- No definition of collector street anywhere and pamphlet? no definition of Main Street or examples thereof?
- No 'small scaled' homes on 32nd Ave SW this is not a "connector"
- Corner lots= 3-4 townhouses. Parking and affordability go against the purpose of this planning why- the townhouses are priced above \$600K- which defeats affordability! Second most buying these corner townhouses have at least two vehicles. Third the townhouse garages are too small for vehicles-which means vehicles are parked at or around corners making street crossings dangerous. Solution-townhouses need to have garages that are big enough for cars. City needs to enforce safe parking in congested neighborhoods due to density. Townhouses next to detached homes and duplexes encroach onto these properties with building height and fences decreasing property value!
- Traffic calming, wider sidewalks yet [illegible] to [illegible] commercial parking lots. why is West Hills single story? Parking only access, but for pedestrian scary.
- On mid block lots: higher density/ height too invasive near single family residential homes.

- I am OK with high density along main streets 37th St 17 Ave, Bow Trail. I am OK with R 2 zoning and higher density north of Bow Trail on 37th and 38th St because most of the lots are a 150 feet deep. I am not OK with density around Wildwood school- Community Center we are already hemmed in by high density a long road trail station at 33 St as well Spruce Dr has become very busy as a bike lane and with the city growing spreading West there off leash dog park as busier. In Edworthy Park the area has become very busy with ethnic group socializing, and you high end children's play area has [illegible] Fat increasing density to the point where there as no parking for those visitors who just want a walk to enjoy nature. Now there is talk of year around [illegible] for social get togethers. Not sure why the community centers are not adequate for gatherings anymore? Also talk of fruit/nut trees in Edworthy. Not sure what is the reasoning behind that idea? There is no one in Wildwood who would agree to possible density in the middle of any of the communities. Not necessary.
- I noticed you failed to precisely define the upper limit of small scale- in Marda Loop you are trying to cram 10 households on lots that were single family. Your U.N. masters would be proud. First of all, small scale should be restricted to no more than four families per single residential lot-what we used to call a quadplex. Secondly, in keeping with planning for small scale housing downtown, cars are not seen as part of the equation-so small scale has to be close to bus/LRT. Therefore-small scale located close to transit only, not plank down in the middle of single family homes to destroy the existing neighborhood. And small scale does not equal mass scale don't try to be clever by giving only the lower end (3+) Ofwat we know small scale encompasses.
- I don't like or support bigger buildings around all of Wildwood greenspaces!! Not welcomed for 4 story complexes! New builds destroy [illegible] older homes. [illegible]housing anywhere. The language used is vague difficult to understand from page to page. There is rezoning but that word is only found once at the end.
- Collector streets-might get two messy out front for everyone. Not best location for developments. Adjacent to parks, etc.- low height units very important for families on low income kids need clothes access to play areas. Higher structures should absolutely have playgrounds close by (note re: downtown huge lack of playgrounds for kids. Newcomers in tall apartment buildings have nowhere to take their small children).
- Definitely not made block large buildings should not appear in the middle of a residential street too much impact to neighbors (shading, parking, privacy, road construction).
- Firstly, stop calling 3 plus unit complexes small scale homes. They are not! They are massive. They should not be placed anywhere within a community where there are children and families who have chosen a neighborhood with through small-scale homes for a reason and for me a 3-story house is not a part of this. I did not choose a neighborhood where I would love a 3-story house or three plus unit complex on top of me or on a corner. That is foreigner downtown living only! I do not want more traffic, more cars, more noise, more people, more crime, less space infiltrating the Westbrook communities These communities are already congested and struggling with crime that wasn't as exacerbated Before the LRT came to Westbrook. Now we have drug addicts and homeless people breaking into cars and homes and damaging property. How about fixing that problem?
- Why do I have to become a planning expert to maintain the integrity of my home neighborhood. Where they were originally zoned for. everyone bought their homes with expectations and assumptions that their neighborhood would remain the same. Why are you not asking for my contact information?

- These brochures, maps etc. are poorly and very vaguely designed. Average Joe will not comprehend all the added density giving you the false impression this is OK it's not! Density has already been increased enough in Shaganappi!!
- Low key environmental, welcoming space is essential [illegible] income!
- Single detached height and lot allowance might be the same as for duplexes and semi-detached but most single are far smaller than what is allowed. Supporting R1-R2 will hugely impact the character of the heritage communities because then each lot will actually be moved out in terms of height and lot coverage. Duplexes and semis should not be supported throughout
- Please start listening to the area residents. You are ruining our communities and lowering the nature of our homes
- stop rubber stamping all inner city development we have paid and invested in our homes only to potentially living across from row housing!!! say no to some developments
- No properties above 2 stories within 1 block school or on streets backing on to primarily bungalow communities. Densification around schools is a huge, safety concern due to traffic, parking, unsafe practices. Densification around bungalow communities: privacy concerns, noise, parking, traffic
- What is the point of these evenings when nothing has changed from phase I to phase III. Don't do it and then ask for forgiveness. LISTEN TO US!!
- Small scale homes (single detached, semi-detached & duplexes) only around Graham Park (45th Str – 29th Ave) – Glenbrook residents value these homes & the neighborhoods has a lot of multifamily housing already (particularly when compared to other neighborhoods).
- I live in Killarney. I have enjoyed all the infills, they improve the feel of the community and add more residents. These developments should be permitted everywhere. let's make Killarney a community people want to live in by redeveloping lots, adding more density downtown, and providing housing more affordable than 1950's bungalows
- Many people bought their homes ... R-1 zoning expecting single family homes. Now each lot can have four residences. This is a huge increase in density. There is no attempt at phased change. Perhaps start increasing density on 17th Ave and 45 St. Residents are frustrated at the expectation of 3 story multi-family units next to bungalow. I do not support row houses with 60% coverage & 11 m height
- Only small-scale houses near parks! Surrounding parks (example Graham Park) with large building is a huge safety concern (29& 45 St)
- We've lived in Glendale on 19 Ave SW for > 30 years. We are AOK with secondary suites, duplexes provided that alley or driveway parking is available
- We need communities like Wildwood and Westgate to be a breather from the density that's creeping in. You can't have so much congestion
- Established neighborhood such as Glendale + Wildwood should not include duplexes + rowhouses. This will over densify + overpopulate the communities. They are the way they are for a reason. Interestingly enough all the areas being proposed are around Parkland + schools. Why is this? We need to look out for the future of our youth + keep what's working! Bungalows + Split levels! Please listen to the community members who bought in these communities to raise their families for a reason!
- Culturally sensitive houses is needed. We are not thinking of culturally – sensitive design. We need to better accommodate people from other cultures. We need to design spaces that are familiar to people from other countries. From Ukraine, Asia, etc. let's

think outside the box. Closer to home on Bow is awesome because people are close to parks, transit etc. supports indigenous people etc.

- A four-duplex (even triplex) is not a “small- scale: home! The culture of a neighborhood is deeply changed significantly increasing high- density dwellings. Some? Sure. But I fear the city’s intention is to drastically increase density in Westgate and in don’t like it
- is affordable housing part of the scope? In Winsconsin, USA, multi-dwelling complex provide sliding scale rentals depending on income level. ... away the stigma of needing affordable housing, since many professionals require this – esp.- essential workers
- Please limit small scale homes to secondary suites and laneway homes in properties that are adjacent to green spaces both to preserve the “older” community aesthetic as well as the urban canopy and streetscape. Semidetached and duplex homes are reasonable to consider in proximity to neighborhood connector routes/ main traffic + traffic corridors. Row houses, triplexes and fourplexes should only be considered on a case-by-case basis! Thank you!
- This race to increase density in my neighborhood is already here. where there was 1 house now there is 4/ no backyards no parking but taxes for the city is incredible more density must include more balance by improving the parks. Rosscarrocks has no good parks!!! change this
- Westgate: parking lot at west end of AMA building could be utilized for a 4 storey low modified building
- Small 3+ unit homes should be outside existing established communities
- You are wasting our taxes on revitalizing downtown with so many other things more important and needed. near small-scale commercial shops- what a joke! there are large 2 story complexes which fits in with Nenshi’s densification projects which we do not support. there is not enough facilities to support this large population. not enough doctors, vets, nurses, teachers, etc. not to mention ambulances and paramedics.

Topic 2: Draft Urban Map and Draft Building Scale Map

Topic 2- Question 1: Did we get the Draft Urban Form Map right? If no, what additional changes should be considered, and why?

- Do not densify around parks. Put extra density on the more main streets. Just slightly turning up the knob incrementally everywhere destroys the character of everywhere. You can't lipstick your way out of it with face-painting and cafes and street planters. Leave the R-1 communities alone on the interior.
- Feedback cited above indicates that 4+ story dwellings would compromise communities near schools/green spaces — yet remain around the primary school/green space within Wildwood. This would negatively impact the feeling of the neighbourhood, the community that gathers in that park, and specifically children going to/from school and the rec facilities.
- Given that areas with similar criteria were removed, for example, from Glendale, I would expect that they should also be removed from Wildwood on the same grounds?

- It seems inconsistent to have public parks/schools as criteria for one neighbourhood and not another.
- The principles remain true for both, increased car traffic, parking pressures (especially for Wildwood given further proximity from train line) will compromise the safety of children who walk to/from the school and park.
- Denser housing make sense closer to train stations.
- Similar to Killarney, perhaps 38th street adjacent to 17th/26th could also be a good candidate?
- 45 Street btw 26 av and 17 av should not be a connector. The amount of children crossing through, the traffic before/after school makes it all dangerous should more density be considered. Take the connector completely off of 45 street between 26 avenue and 17 avenue. The north side of 26 avenue should also not be a connector.
- The corner of 26 Avenue and 45 street should not be changed. This four way stop is a disaster. I could not imagine it if more commercial buildings were in this area. The one strip mall is great. It could be updated to provide what the community requires, but this is enough at this location.
- Wedgewood Dr and 5th Ave are not connector roads in Wildwood
- It is as though you are actually trying to confuse people while wasting their money. Without a guided tour, nobody could possibly be expected to understand the maps above and the stupid sliding scale. You should design it so that your grandmother who could barely use email could understand
- I live on Glenpatrick Drive in Glenbrook. I bought my house there specifically because it's a quiet street, apart from the "rush hour " at Glenbrook Elementary School pick up and drop off. I do not want to see any part of Glenpatrick Drive be a neighbourhood connector. We already have that very near us on 45th St. I do not want the possibility of future increased traffic or commercial development. There are kids on the road here, who live and play here and who go to school here. Let them be kids; let them be able to play safely on the road as they do now.
- The design should be more focused on active transportation (walking, biking). We need ample space for these forms of transportation. For example separate bike lanes and car free zones. Narrower car lanes to slow down traffic in the neighborhood. Spruce Cliff and Wildwood are bike communities (with their direct access to the downtown trail system). With many residents using these forms of transportation. This could be a key feature of these neighborhoods.
- While 26 st connects 26th ave to Bow trail it should not be highlighted as a connector and therefore making it eligible for 3+ housing. The street is extremely skinny especially from 26th to several blocks North. There is no boulevard on the sides and cars already have to pull to the side to let each other pass, never mind that it is supposed to be a designated bike lane. Even with the current R2 zoning, the parking is terrible and causes tension on the street today. Mirrors have knocked off vehicles and several cars have been scraped and damaged by vehicles trying to squeeze by. The street is not designed for the traffic that is on it is using it now, never mind adding additional housing density and therefore vehicles. The garages on the 3+ housing are so small no uses them and there is only 1 per house while everyone has two vehicles two per house. Times that by 3 or 4 per lot and there is a significant vehicle density on an already skinny and over crowded street.

- Absolutely not, the drafts allow for commercial use buildings across from an elementary school in Glendale. This is absolutely inappropriate.
- (My submission may exceed the allowable number of characters. Please send a text to me at XXXXXXXXX (REMOVED) indicating an alternate email address to which I can send my full submission or confirm that my input can be received by July 14th and still be accepted. Thanks. GN
- 1) -Graham Dr.; 29th Ave; and 30th Ave. between 51st St. and 45th St. SW are still indicated as being Neighbourhood Connector streets. This is contrary to input provided in the earlier planning phase. There is nothing about the character of these roadways that fits the “definition” of a Neighbourhood Connector area as opposed to the Neighbourhood Local designation in this planning document. Access to these parks is and always has been available to all housing types in the area within easy walking distance of where growth is still being proposed.
- If the designation for growth areas around Turtle...(to be continued)
- Alternatively, corridors like 17th ave, Bow trail and 37th streets already meet wider road systems demands, Transit/LRT is already in place, and building up of commercial hubs in established and growing.
- On the north side of 26th avenue in glendale the 4-storey building would overshadow the houses across the alley. I suggest limiting the height to 3 stories.
- On 45th street and around the park near 30th avenue (currently a quiet little street), I think the 4-storey recommended density is too. Overshadowing and impact on adjoining bungalows is too much. Would also recommend 3 storey maximum
- I don't feel that around school fields it should be considered a connector. Those areas are so busy with people dropping children off that it will pose a safety hazard having a condensed population in the same area.
- Alternatively, corridors like 17th Ave, Bow Trail and 37th Streets already meet wider road systems demands. Transit is already in place and building up commercial hubs is established and growing.
- buildings along bow trail should be up to 4 stories, it should not be allowed to be more than that as there are residents behind these buildings that would have reduced light, privacy and the roads cannot handle higher density with increase vehicles.
- Higher density, especially around C train stations is optimal.
- Neighbourhood Connector should correspond to Limited on Building Scale and Neighbourhood flex should allow for Low Modified- Low modified 4 story apartments devalue The Neighbourhood flex should allow for Low Modified- Low modified 4 story apartments devalue The properties, noise, traffic, sunlight, over densification will result. 26 Ave west of 45st with 3 schools and Optimistic park traffic should not be low modified or around internal residential green spaces.
- A row of houses on 26A Street, between 26th Ave and 28th Ave, has been characterized as Neighborhood Connector because the row of houses appears to be adjacent to a park. This row of houses should be categorized as Neighborhood Local because: 1. On a map it looks like there is a street adjacent to the park, but in reality it is an unfinished alley behind the row of houses. Garages back on to the park. Consideration to categorize a row of houses to Neighborhood Connector (rather than Neighborhood Local) should only be given when there is a street that is adjacent to the park, not a back alley. 2. The row of houses in question shares 26A Street with another row of houses which is categorized as Neighborhood Local and which will be affected by the re-

categorization of the street across from it. This I'm sure was not the intent of this plan. 3. In this case, the 'park' is actually a City of Calgary dry pond. The potential use of this space is not the same as a typical city park.

- A 3 story development along spruce drive has same impact as a 4 story development. This is not a compromise, it's railroading.
- Wedgewood Dr or 5th Ave SW are absolutely not local connectors
- Diversity is already available to home owners through existing zoning. Consistency is valued also. There is no need to change existing zoning in the name of diversity.
- Alternatively, corridors like 17th ave, Bow trail and 37th streets already meet wider road systems demands, Transit/LRT is already in place, and building up of commercial hubs in established and growing.
- Narrow streets of 45th street, 29th and Graham Drive are not suitable for such above demands
- No neighborhood connector Urban Form around park surrounding 29 Avenue and Graham Drive. Area not suitable for commercial purposes due to narrow streets. Would be safety concern as increased vehicle traffic would increase pedestrian-vehicle accidents, including with children. Also, mature green tree cover would be compromised and increase in pollution and emissions from vehicles would result. These factors would be very damaging to the area.
- All schools should have been marked on this map. These grounds should be a different color than green recreational use. No building greater than 3 stories should be built around Wildwood school area. Safety concern for kids at school/park/community due to increased parking and traffic.
- look mostly reasonable. For high Density residential commercial why not build up on top of the Westbrook Shopping centre. This would also make the commercial below much more vibrant. Develop the vacant space south of the Westbrook LRT station(how many years has it be totally vacant?) for commercial/residential
- the Killarney neighborhood is becoming too over developed with old homes being torn down and extras homes built on the lots. This is happening at warp speed. Traffic has now become an issue in this area
- Graham Dr. and 29th Avenue are not neighbourhood connectors for local traffic especially when compared to 45th Street or 26th Avenue. Graham Dr., 29th Avenue are quiet streets with an increasing number of young families moving to the area whose children are attending area schools. As many of these families walk their children to school, increasing density will create additional safety risks for the children travelling to school each day. Please re-designate the Graham Dr. and 29th Avenue areas as "Neighbourhood Local" instead of Neighbourhood Connector". In addition, while the 30th Avenue corridor is busier than other roads in the neighbourhood, it too is a quieter street with many pedestrians travelling through the area on a daily basis including area children travelling to school. Given the number of stop signs between 45th street and 37th Avenue, this road is also not used as a "Neighbourhood Connector" and should be re-designated as "Neighbourhood Local".
- I don't agree that buildings as large as 6 stories should be built along Bow Trail. Currently there are only buildings up to 3 stories. Residents live behind these business and they should not have these large buildings looming over their houses and backyards. It's an invasion of privacy, reduces sunlight to those buildings and back alley

ways and residential streets cannot accommodate the high density and vehicle usage associated.

- No 4 stories along our green spaces like the park around Wildwood school. How can Spruce Drive be up for development when it's a utility corridor with a pipeline on one side and power lines on the other?
- There are too many neighbourhood connector streets. Streets like 33 St are not built for never-ending density addition - all streets in Killarney are already clogged with parked cars, such that 2 cars can't pass without one pulling over. It is extremely unsafe for cars and pedestrians. If you want to add more density, you have to require builders to provide 2 (ideally) underground, garage or driveway spaces per unit. OR make the roads wider (which is clearly unworkable). The parked car situation is already frustrating and will soon become unworkable.
- Allowing 4 story buildings along Bow Trail would be a traffic nightmare. The one way Worcester frontage road is one way and there is no room for the additional vehicles from the proposed housing. Living on the west part of Worcester I already see issues with people going the wrong way with the current design and that will get significantly worse should there be increased density. As commented earlier I can't support any increased density until the intersections at Bow Trail & 45st get dedicated left hand turn lanes with enough lane space and Bow & Sarcee becomes an overpass to consider supporting any increase in density.
- Shouldn't Westbrook Mall be a 'Commercial centre'? Also, on Bow Trail where it is currently a mixture of 'Commercial Corridor' and 'Neighborhood flex', this should only be 'Neighborhood Flex' but only with 'Low-Modified' buildings as it is currently. Again, this area cannot accommodate the high density because of narrow roadways and few access points that would disturb existing residents.
- Development on and around the park between Graham Drive and 45 street should not happen. This park is the reason most families in the area moved here. By allowing more development in this area will increase traffic to the already narrow streets and put the children that use this park at greater risk. This area is a playground zone. The mature trees and surrounding vegetation would suffer from increased pollution and emissions. Parking would become an issue with the increased volume of homes. This is not an appropriate area for increasing urban density and commercial businesses.
- Everything coloured for "Neighbourhood Connector" should have NO commercial development and remain "Neighbourhood Local".
- I feel that only 37St, 45St and Spruce Drive are the only connectors in Wildwood. It seems 5th Ave and Wedgewood Dr are only being included as connectors because of the surround the green space around the school and community centre. This doesn't make them connectors.
- 6 stories is too tall for 45 St and 26 Ave in Glendale. This will create a "walled canyons" in the community, reducing natural light and "urban barriers", splitting Glendale into an eastern and western half on 45. Also, traffic chaos at 45 and 17, which already exists and causes short cutting through the neighbourhood, needs solutions on 45 at 17th; this is not acknowledged nor addressed
- I do not agree with calling 25a ST and 26 ST, (south of Richmond Rd), around the green space a "neighbourhood connector".

- 26th Ave SW is not a good idea. It's near school. Stores should be limited or else students can buy drugs easily. Or people go there to buy drug will influence or hurt students.
- The community in the far southeast of the map (delineated by Richmond Rd on the North, Crowchild Trail on the East and 33rd Ave on the South) is not accurately described
- 32 Ave SW is indicated to be a Neighbourhood Connector (therefore a "higher activity street such as 26 St SW and eastern portion 17 Ave SW) it is NOT a corridor; it does not go anywhere and is a dead end at Crowchild. It is typical of this area in not being a high activity road and is one of the unique features of the neighbourhood. It is more accurately described as a Neighbourhood Local Form
- Neighbourhood Connector is said to include 26th street and "the eastern portion of 17th ave". How are the residential homes currently on 26th street compatible with "small, local-serving commercial"? This makes no sense to me from so many levels. First being why? Who is requesting this? What other community in Calgary would have a residential street, with a commercial building plopped down in the middle of residential homes? I am fundamentally against how the city seems to think that 26th street has the same characteristics of 17th Ave, a, 4 lane thoroughfares. I would recommend someone from the city's planning department actually walk down 26th street, instead of doing desktop reviews. This proposal makes no sense.
- Again referring to 26ave and 45 st sw, scale of buildings along this corridor from Sarcee to 37 is simply too large in consideration of high concentration of neighborhood schools, leading to increased traffic, parking and SAFETY concerns for the kids and families who currently walk and drive to schools. AS this is a primarily bungalow type community, any 3+ buildings who negatively impact pre-existing homes thru lack of privacy, increased parking and traffic congestion, loss of tree canopy necessary to combat climate change, lack of community due to a transient population, increased littering and most importantly, Safety concerns with respect to the above. A number of businesses in Tri-glen plaza have already proven to be unsustainable and there is adequate commercial walkable access along 17, 37 and Richmond rd. Commercial businesses could perhaps be best incorporated in already existing gathering places such as community halls and recreation venues.
- We don't need larger homes in the centre of Westgate - not along 45 Street as it is already VERY busy already! I do NOT want to live in Killarney and all of the traffic and on-street parking.
- No development along Spruce drive. Traffic and density increase is already a major safety issue. Remove any development on Spruce or around wildwood school.
- The problem with the plan is Parking. I used to live in Kilarenerly and once multi-family homes are built the parking becomes a major issue.
- Do not put any houses larger than single-detached, semi-detached and duplex homes. It's difficult enough to park in my own neighbourhood, in front of my own house. I refuse to have any larger houses put up. It's dangerous to have this many vehicles driving around and parked on the sides of the roads as the roads in my neighbourhood are too narrow to have 2 cars drive past one another. This is ridiculous.
- No 4 story building around the Wildwood school and park, no subdivision should be allowed. No subdivision or 4 story high density around the Wildwood school and park

- Poplar Drive and 3rd Ave should NOT be considered Neighbourhood Collector, but rather Neighbourhood Local on the Urban Form Map. Poplar Drive is not a 'collector' street, it is a residential street that is largely either a school or playground zone. I do not want to see traffic increased along that street (as a result of potential small commercial enterprise) as it would only increase the probability of pedestrian accidents...particularly children. In fact, it is my opinion that the west entrances/exits to the existing Spruce Cliff shopping mall and community/seniors/bowling centre should be closed and proper sidewalk curbing installed. This parking lot should not be a cut through into the neighbourhood as it invites additional traffic flow into school/playground zones. Even Google directs people to use this path to gain access to Poplar Drive from Spruce Drive!
- This neighborhood needs more crosswalks and less accumulation of cars on the street.
- Change Waverly Drive in Westgate to "LIMITED". Waverley Drive cannot accommodate up to 4 storey buildings with businesses unless the city is considering changing how the road is accessed. It's not an easy street to access, is a narrow road that only allows parking on one side.
- Aside from that, residents on the street already complain about noise levels coming from Bow Trail. I don't imagine they would like to bring traffic even closer to their front door.
- Also, as a property owner who purchased a home in Westgate. I bought my home specifically because of the neighbourhood's desire to keep the neighbourhood free from developers coming in and changing (destroying?) the community. If I wanted to live in Killarney I would've bought a home there, but I don't. I never expected that a 4 storey building could end up behind my house.
- No DUFM around park surrounding 29th Avenue and Graham Drive. Commercial uses would be totally unsuitable
- Although development four storeys or greater in areas adjacent to parks was NOT strongly supported by stakeholders, MANY of the neighbourhood connector areas shown on the map are quite specifically along parks, which are generally NOT higher activity streets. This seems a very direct contradiction to feedback received regarding development along parks
- You are not listening to Calgary residents, especially those living within the designated communities. They are expressing LOUDLY AND UNEQUIVOCALLY that these development plans are inappropriate, unwelcomed, unnecessary and destructive to the character, integrity, value and established sense of community, pride of ownership, health and vibrancy of existing communities.
- Council is elected to serve the citizens of Calgary, to foster and support all that makes communities thrive. Instead, you, Councillors, look only to line developers' pockets and fail to do the right and honourable thing. Develop downtown. Make Calgary safe.
- We the citizens love our communities. Stop killing us and them.
- The Wedge needs to be kept as RC1 to limit congestion in the area.
- Where the Wildwood community indicated no new development, it looks like there is something called neighbourhood flex in place of the previously proposed 4 storey buildings. From what I understand this can be convenience stores, liquors store etc. Do you really think that is what you heard from the last round of feedback? I think you heard that Wildwood residents do not want any development within that area along Spruce Dr. If the goal was to increase density how is this increasing density. Plus it makes no sense to increase density in this small neighbourhood in the way the city is proposing to do so.

- The wedge area between Richmond/33Ave SW/Crowchild should be kept RC1 to limit traffic flow into the area because the space is already congested.
- traffic forms and architectural controls which include greenscaping/landscaping/art requirements even where a zero lot line exists. These expectations shouldn't be exclusive to certain types of buildings or occupancy classifications. Parking at front street (surface level) should be going away.
- 30th Ave SW is not a connector street, East/West connectors are served by 26th and Richmond Road. Please update this to neighbourhood local.
- I continue to feel that ANY FORM OF DEVELOPMENT along Spruce Drive is ABSOLUTELY INAPPROPRIATE. Spruce Drive is adjacent to numerous playgrounds which are heavily used. It is also used extensively as a walking corridor. There are also schools along the roadway. Any increase of dwellings would increase the traffic and this would be extremely dangerous.
- Spruce drive is one of the most beautiful streets in Calgary! You cannot put any buildings up on spruce drive! It'll look so shit! It will make spruce drive the shadiest ugliest it's ever been!
- Spruce drive is natural the way it's supposed to be
- People, walk there dogs, ride bikes and run along the green space beside spruce drive all day. It would be hazardous to replace the green space with housing. People would get hit by cars. Too much traffic in and out of wildwood. Wildwood is perfect the way it is. Don't mess it up.
- I cannot believe people would put anything up on spruce
- In Glenbrook - Area around Graham Park (29th Ave/Graham Drive) should not be designated as neighbourhood connectors - these streets should be neighbourhood local. There is no need for additional commercial in this area when there is already existing small commercial which has struggled to remain open - the strip mall on 26th Ave & 45th has spaces for everything the neighbourhood could need (it already has a pizza shop, chinese restaurant, corner store, drycleaner and more!)
- In Spruce Cliff - why is an area of Spruce Drive designated as neighbourhood flex? (by Cedar Cres)- this makes no sense given the other locations on the map with the same designation. This area is adjacent to a park and across the street from a school. All of Spruce Drive should be a neighbourhood connector.
- I understand and respect the need for further investment and development however, one of the benefits and appeals of wildwood are that they are single family homes. I believe 4 stories along Bow Trail on the Rosscarrock side make sense but on the wildwood side they have a wall and the four storeys impacts the feel of the community on the wildwood side. I do not support the zoning of 4 storeys on the wildwood side. But I understand it on Rosscarrock. It is closer to Westbrook hub.
- Glenpatrick Dr. is a very narrow street. Several alleyway pedestrian connector paths lead to Glenbrook school and Glenpatrick Park, with dozens of children using them to go back and forth. There is no way that this road could handle higher speeds, more cars, and more traffic. We have witnessed several near misses just from cars taking the 90 degree turns, or just ignoring the playground zone speed limits.
- Too many streets are designated as collector. (Example the section around Killarney school should be left as neighbourhood local, there is enough high traffic area highlighted around this.) Also this question should have been shown prior to question one. This way people could have made an informed selected about what "kinds" of areas

to develop, after seeing the map. This outreach is not well thought out and to some extent feels manipulative.

- Remove 4 storeys homes as there is not enough parking for vehicles! Since you removed parking off 37th street!
- 1. There is overwhelming opposition (+90%?) to this blanket rezoning.
- People live in a R1/R2 area by choice. They do not want their lives destroyed by concrete.
- There are plenty of developments throughout the city that offer a higher density lifestyle.
- Around Westbrook Station two schools have been demolished and the land sits vacant.
- What happened to the Westbrook Mall redevelopment plans?
- The LRT has brought: the thieves, the homeless, the addicted and the drug dealers. Clean up the prior planning disasters before creating more.
- All you did was colour-code what already exists. Nothing new, interesting or disruptive is highlighted or drawn attention to. I'm basically looking at a map of my neighborhood without anything special being done to it.
- No Neighbourhood Flex or Neighbourhood Connection types should be considered for 26 Ave SW, 29 St SW and 33 St SW and don't add the Killarney Glenn Court condominium in the plan to allow to become buildings, if you claim that you are looking for good green options for low income and also older residents. The changes in the small streets will just increase density without benefit the current residents regarding traffic, parking, city recreational centres and green areas. The changes make sense for around Westbrook station, 17 Ave SW, Bow Trail SW and 37 St SW.
- However I'm not certain the plan shown near/in richmond green is the same as the separate process/input i recently viewed (early june) for that re-development ?
- No "neighbourhood connector" on Graham DR and 29Th Ave near Graham park. More commercial is not needed.
- No "neighbourhood flex" on spruce drive by Cedar Crescent. There is already a lot of walkable commercial and it is across from a school.
- Cedar Crescent in Spruce Cliff should not be "neighbourhood connector - there is no need for additional commercial space when there is existing commercial at the strip mall/community centre on Spruce Drive and large scale commercial at Westbrook Mall - both of these are easily walkable.
- The area on Spruce drive that is identified as "neighbourhood flex" should be recategorized as "neighbourhood connector". There is no reason for that strip to be treated any differently than the rest of spruce drive. It is right across the school from a school and would not be appropriate for "Flex". No other school in the area has "Flex" space immediately across the street
- The streets around schools should not be neighbourhood connectors! Anything that brings increased traffic onto these streets is a bad idea. It feels like this plan is about adults taking what is currently a safe space for children and turning it into what adults want. Or into what adults think other adults want. We really do not need more coffee shops! Our neighborhoods need to be safe places for children too, especially around schools. Please keep the streets around schools as quiet as possible. This means not allowing higher density housing, and definitely not allowing commercial uses on these streets!
- There are too many connector roads indicated in the Killarney/Richmond area. 33rd and 26th streets are not really connector roads south of 17th avenue.

- blocking light with 4 storey buildings near green spaces is not ideal. we would also not want a connector on 25A street and 26 Street off of 32nd ave. 26 Ave makes more sense for that as it's a high activity street already. We like the quiet of our street and surrounding green spaces (25 /25A/26 Streets)
- I am not sure why 25a street & 26 st SW off of 32nd Ave would be listed as a community connector. Increasing home size and traffic to this area is undesirable as there is a park and children playing here. The designation of 32 ave as the community connector makes sense as that Ave is wider and the green space is sectioned off with foliage.
- Richmond west of crowchild trail is NOT a feeder community. It is a circle with a series of DEAD ENDS. No city buses come into this area. Redraw the map. Also. The changes the city has made to 37 street south of Bow Trail are absurd. You want to encourage more multi family homes around that major road, yet you've made traffic flow an actual major issue by making traffic only flow through one lane at lights. Good luck ever making a right hand turn or going straight through an intersection if even one person needs to make a left hand turn. I see that you're trying to force people to use transit. But did you know that it costs only a few dollars more per month for me to PAY FOR PARKING at work just outside the downtown core than for me to use transit? City transit has outpriced itself. I would love to use transit and decrease my carbon footprint but it ultimately comes down to money. And transit is FAR TOO EXPENSIVE. I imagine the city will be redoing 37st in a few years,. However, my preference would be to have a high-rise tower, instead of multiple small buildings, with adequate underground parking for visitors and residents available.
- Please do not develop the area along 17th Ave between 37 Street and Sarcee. This development will not enhance the area but would attract low quality renters (who else rents an apartment on a busy, polluted main street?) . Look at the quality of properties there now... they're rundown and attract low quality tenants. Simply increasing the density here will increase the density of low quality tenants leading to (more) crime on the nearby street. I completely disagree with the proposed development.
- I'd like to see the westbrook mall and LRT area get a revamp. More spaces for cafes and small shops with walkways and greenery would make the LRT a nicer area to be and attract more people to the area.
- Too many "neighbourhood connectors" in Glenbrook- they are on essentially every block between 26th Ave and Richmond Rd west of 45th in Glenbrook - none of these are warranted. 26th is a connector, 45th is a connector, and there is already a lot of commercial by Canadian tire.
- There is so much density proposed around most of the green spaces and parks in the Westbrook community. Citizens need green space and not huge 12 story complexes around the natural areas in the community. Density at the cost of our wildlife areas and green space is not environmentally sustainable nor does it serve the citizenry. Inner city neighbourhoods should not have to bear the brunt of unwanted density. It is blatantly obvious that some neighbourhoods will be virtually untouched by density - Wildwood, Westgate, Glenmeadows while others are a great risk of being forever changed by densification. Are not all Westbrook citizens equal? The burden should be shared equitably by all.
- I believe a lot of areas are correct on this plan including focus on 17th, 37th, the 45th LRT and small sections of 26th. But there are some misses. 4 storey could be added as an option along 26th by 37th where there is existing commercial. I disagree with offering

4-storey along 29th as this is a small local road that is not a through road it also has great existing tree canopy coverage, I think townhomes 4 plexus make sense in this area as an option ; however, 4 storey does not as this will take away from the existing character and streetscape along this road as well as 4-storey will result in the removal of the existing trees in this area. The park has excellent activation and use to date. 4-story should be focused around commercial nodes and transit corridors rather than small local roads.

- I think you did get it right if I am understanding Neighborhood connector and flex correctly. I do wish you would have put more street numbers on the map as it is hard to figure out exactly where streets are with lack of numbers and all the colours. I would like to know what the definition is for Neighborhood connector in regards to reference to "small buildings" and I don't think we need commercial at the end of a street just because it is on 12th avenue along bow trail.
- Your maps have 32Ave labeled as 33 Ave, these are two very different streets, 33rd is a four lane connector and 32 is a quiet side street facing a green space. Also its a poor spot for four story development! these buildings would be right out of character for an R1 Neighborhood.
- Glenpatrick Dr. is being proposed as a neighbourhood connector street, which is completely wrong. Glenpatrick Dr. is a quiet, almost crescent type street and should not be categorized as a connector street. It is currently one of the quietest streets in the neighbourhood, and is not prime commercial or higher density housing. I would propose that Glenpatrick Dr NOT be designated as a connector street to maintain the beautiful, big trees and lovely original buildings without looming infills or commercial buildings. It is not fair to propose to categorize Glenpatrick Dr on the same level as 45th Street or 26 Ave. It is not a throughfare street where transit stops exist. It's a quiet, family street where kids play street hockey. Changing the buildings or allowing commercial development would completely change and upend the type of street Glenpatrick Dr. is. The entire area around Glenbrook elementary school should be left alone as well.
- Don't want the Wedge area to lose green space or to be a Neighborhood connector. Once entry and exit is opened up to be a thoroughfare then the area becomes more susceptible to crime, safety concerns with speed of traffic, congestion for entering and exiting. Green space is a natural gathering place and a community builder. It allows for people to be outdoors in a safe environment. During Covid and since Covid, we have all seen the impact of people losing connection and having to restrict movement. If we take green space away, we potentially add to negative social and health consequences that we are already experiencing from the last couple of years.
- Residential density too high along 17th Ave from Sarcee Trail to 33rd street. 17th Avenue is too traffic congested now, with increased population traffic will be even more dangerous than it already is. No more traffic loading without additional road lanes and improved intersections..
- There are two areas not suitable for development of any kind. These are: - The northwest corner of Bow Trail and Spruce Drive SW. - The area on 17 Avenue between 33 Street and 37 Street SW
- Denser housing make sense closer to train stations.
- More development will significantly increase pedestrian traffic and likely also vehicle traffic, as well as congestion.
- Westbrook Mall and Westbrook LRT are not suitable areas for greater development.

- Increased crowding decreases residents' well-being.
- These areas should instead be made into green spaces - with trees, fountains, and seating areas. Peaceful spaces such as these would decrease crime by enhancing the natural beauty of the space and have the community take pride in the area, rather than increasing development to provide surveillance of the community.
- I understand you want to have flexibility, but I think it category is very vague and its hard to differentiate between the options. I think Neighborhood flex and Connector could be combined and treat the corridor along 17 ave the same way. I also think the westbrook mall area should not be in the same category as along 17 ave. Maybe the westbrook mall area should be classified as commercial.
- It looks like there are large residential building at Westbrook mall. What is planned for Walmart and Safeway and commercial in between? Will apartments be above the mall? That is fine, just tell us what is likely to appear there.
- Yes, this represents a much more thoughtful approach to the development of the area than what we saw in the broad strokes of Phase 2. There is still some refining to be accomplished here. Perhaps some flex use for the areas along Richmond Road and along the Western Portions of Bow Trail.
- Spruce Cliff drive can be considered a neighbourhood connector, however, the area around the park would cause traffic issues and become too busy. This map is much better but remove the park area.
- 5 AVE SW & WEDGEWOOD DR SW NOT CIONNECTORS AS DEFINED SO REMOVE THEM.
- 45TH ST SW N OF BOW TR & SPRUCE DR ONLY CONNECTORS FOR ACCESS TO COMMUNITY AND EDWORTHY PARK. DO NOT FIT OTHER CRITERIA SO REMOVE THEM.
- I understand designating streets such as 29 Street SW, 33 Street SW, 37 Street SW, 45 Street SW, 12 Avenue SW, 26 Avenue SW and Richmond Road as Neighbourhood Connectors, but why are many of the schools (Holy Name, Killarney, Alexander Ferguson, Wildwood, Westgate, Vincent Massey, St. Michaels, Glenbrook) on proposed Neighbourhood Connectors. Most of the streets around these schools and playgrounds are currently relatively quiet residential streets that provide safe access to the schools and playgrounds. In my mind these streets do not benefit from higher activity and higher vehicle volumes that go with the designation as Neighbourhood Connectors, and activity levels on these roads should not be raised.
- The area surrounding the park bordered by 45 Street, 29 Avenue and Graham Drive is not suitable as a neighbourhood connector designation. The traffic flow is extremely light and only accessed by residents of this area. There is no connection on these streets and the area should remain as such. Creating this area as a connector would significantly increase traffic flow, endangering the young children who currently live here many of whom attend the nearby schools. Additionally, the wonderful green space would be jeopardized, destroying the urban canopies that surround these quiet residential streets.
- There are too many "neighbourhood connector" roads on this map, particularly in Glenbrook. Every street does not need the ability to house commercial. There is more than enough commercial space in Glenbrook already (area around co-op, 26th and 37th, small corner stores at 26th and 45th - not to mention the areas in Glamorgan and Westhills). These are ALL already easily walkable to folks in Glenbrook - more commercial is not needed, and it is definitively not needed around parks. Graham park

is very close to the existing commercial space at 26th and 45th - no more commercial is needed in this area! No "connectors" on Graham drive or 29th ave!

- Also - please note that you have selected very confusing terminology - "connector" versus "collector". In question 1 of this engagement you mention "collectors" and in this question you mention "connectors" and in some cases these seem to refer to the SAME roads.
- This is an absolutely disastrous idea. This city does not need more commercial development, especially in these areas and Glenbrook. There is Signal hill, Westbrook, Garrison Woods, Killarney, Marda Loop and so so many more around here.
- This plan will just bring corruption, transients and crime. The city should be focusing on jobs not commercial development which only jacks up the prices for everything and everyone. What a waste of tax payers money.
- Please focus on cleaning up the belt line, Marda Loop which are full of crime and quite a scary areas to walk around at night.
- Focus on good jobs and the economy so people could actually benefit from commercial development.
- Stores and restaurants are not good jobs as the salaries can barely support someone anymore.
- Our downtown should not be out this far into grand old neighborhoods. Keep away and focus on cleaning up what we already have.
- Please stop this plan. We do not the the downtown sprawled out to these great old neighborhoods.
- No, 36th street SW should not be used for apartments.
- Take 26 ave SW and 45 St SW out of your densifying nightmare. 26 ave is horrifying near 14th st and you want to ruin it further west. Putting 'flex' at the corner of 26 ave and 45 st SW is obscene. 45 ave has SO MANY parks and schools on it and is a great bike route. There is an elementary school at the intersection of 26 ave and 45 st don't make it 'flex'. It is quite busy at times now and you will increase the danger of an accident. Don't call areas around parks neighbourhood connectors and ruin them with monster newbuilds. Visitors to the Graham Dr. park do backlane parking to skate, picnic etc. You will ruin that if you build there. A firepit was just added there - that is great! Increase the amenities to the existing parks don't decrease the available parking. Glenbrook is used by football and baseball teams all summer - yesterday it was packed with cars. You want to ruin that with new builds and decreased parking.
- I don't agree that Glenpatrick Drive should be designated as a "Neighbourhood Connector".
- While some vehicles may use Glenpatrick Drive to drop off/pick up kids from Glenbrook Elementary, the vast majority of the time it's mostly used for local traffic. Also, parking can sometimes be an issue, so adding potential commercial buildings would have a negative impact on the community.
- Maintenance of the current green spaces in the Westbrook community is excellent; ideally parks don't become walled in by too many tall(ish) buildings though. Also, higher density needs smarter pathway/alternative mobility infrastructure. Lots of people will still use cars, and bikes or scooters will need protected bike lanes or raised dedicated pathways - not just white lines on the asphalt.
- Glenpatrick Dr & 35 Ave from 45 St to 49 St should be Neighbourhood Local (NL). Neighbourhood Connector (NC) cuts off the park from the rest of the residents in the

neighbourhood if. There is nothing being connected. Currently insufficient street parking. Traffic is already busy through the school zone.

- 30 Ave from 45 St & 51 St should be NL. Is a school zone and too narrow to support increased traffic.
- 45 St change to NC requires traffic intersection mods at 17 Ave. During rushes traffic already backs up towards 26 Ave.
- 35 Ave from 47 St to 51 St should NOT be Low Modified. The 35 Ave/49 St road width doesn't support increased traffic. Is already reduced to single lane with existing road parking.
- Richmond Green doesn't align with the City's plan for the area.
- In general, the overall infrastructure for the Glenbrook area was based on single family dwellings. Increase density beyond NL will result in parking, traffic, power draw, internet sewage(?), water(?) infrastructure problems.
- I don't wish to see commercial development on Glenpatrick Drive SW.
- I am concerned about the densification in Spruce Cliff, which already has a lot of multi-family units, when it is paired with the apparent loss of Westbrook Mall. It's very much a mixed income, mixed age community and all these present and future residents need grocery stores and pharmacies like Walmart and Safeway that are nearby, especially for those who do not have a car.
- It states above that development of 4 stories or greater wasn't supported around schools - why is there development of 4 stories and greater located so close to Killarney school? That is an alternative school that is full year, after year. Where are all those kids in those developments going to go to school? Parking is already a problem around there and the streets are so narrow. Development like this around schools is not a good idea.
- The map has a HUGELY serious flaw in it. The basic premise is quite good...have larger development around the commercial, busy-road perimeter of a community. That gives a place for rentals, apartments and retail. Then the interior of the community should be sheltered within that perimeter. The flaw is to then allow the misleading "small scale" housing within the interior. As I repeat below, this is COMPLETELY unacceptable. However a simple change will resolve all this. Change the legend for the faint-yellow to include ONLY single family (R1 or one home per lot with no subdividing) of a maximum height of 2 stories (preferably one story).
- 3 stories is a ridiculously unacceptable height beside any single family, single story home. Imagine a 30 foot wall on both sides of your home and back yard...that's hideous.
- I do not understand why the Optimist Park/Turtle Hill green spaces is ringed by neighbourhood connector space. This seems commercial and will bring traffic and require parking. In the feedback and building scale, the neighbourhood feedback was that this should remain as lower story developments and one of the reasons was so that the greenspace, tree canopy, traffic safety can be maintained.
- The Neighborhood connector surrounding 29th Ave and Graham Dr is not suitable for commercial purposes. There is no space for separation between sidewalks and road and green cover.
- There should not be neighbourhood connector zones on 45 street between 17 Ave and 26 Ave. Also, neighbourhood connector and flex areas along 17th Ave west of 37th St must include sufficient parking. The surrounding streets already have too much street parking to be safely used, especially in the winter.

- Streets such as 25 south of Richmond Road should not be considered a neighbourhood connector. This is the area of the map informally known as “The Wedge” and continues to be a quiet family focused community that we feel would be jeopardized by the designations provided in that map. AND the preservation of green space is critical. We know the Viscount Bennett school is for sale, and a big part of the community is the school field. When this is sold and if all 11 acres developed, it will change the fabric of the community. The implication of even more changes (apart from what will happen on that site) is quite distressing.
- I'm extremely upset that our street (Glenpatrick Drive SW) is being considered for a neighbourhood corridor. This is completely inappropriate. It is a quiet street that is not a through-road for anyone. It is next to Glenbrook school and playgrounds, which is precisely where it should remain quiet and with low traffic volume. Allowing commercial shops would increase traffic, which is unsafe for kids. Kids play street hockey, bike, inline skate, and walk on our street. And there are stores on Richmond Road and 51 Street that are 1 minute to 4 minutes away by walking alone. There is no need to add more stores or more traffic to this street or surrounding parks and schools.
- Please don't put shops by my kids school. It will be too busy. Schools need to be safe for kids to walk to school.
- Leave the intersection of 45th st and 26 avenue alone. There is an elementary school there and kids from several other elementary and middle schools go through there as well. Your plans for parks are sickening. You are going to destroy parking opportunities around them and change the feel from welcoming and natural to being in an apartment's or rich guys back yard. Densification is already happening at a rapid pace in Glenbrook, we need the parks for everyone. Apparently you take this argument for Turtle hill and Spruce Drive where the rich people live but you want to screw over Glenbrooks parks. The park between Graeme Dr and 45 st has a hockey rink, playset, picnic tables and now a firepit in the back of it. Those are well used by people throughout Glenbrook. They park in the back lane and it works great. You want to screw that up. Improve amenities in the parks, don't turn them into the rich guys who live in newbuild's backyard.
- Too many random "connector" streets. These should be limited to around transit stations, schools, community centres, sports fields - things that actually require community CONNECTION. Parks should not be lumped into this connector definition. Many folks see parks as a space to unwind and DISCONNECT. Every decently sized park in Westbrook should not be forced to become a busy area surrounded by coffee shops - that is the kind of park many people try to avoid. I moved to Glenbrook because it is quiet, because the parks are relaxing and not overly structured with multiple structures. Quiet open spaces that are not insanely busy at all times are a benefit to the community! These are the kinds of areas that allow kids to truly play and use their imaginations. This process is proposing to change (for the worse) everything I love about this community & will drive people to leave wonderful neighbourhoods like the NW side of Glenbrook (close to Calgary Christian school & Graham park)
- Density on major roads makes sense but it does not make sense to designate quiet residential roads as “connectors” and then propose to drastically increase density in those areas. Many of the “connector” roads are not and should not be considered connectors. They are quiet residential streets- exactly what people want when they move to these areas. Parks should not be surrounded by “connectors”. It will ruin these areas. Every park does not need commercial and densification next to it. People go to

parks to relax not to dodge commercial areas and crowds. No “connectors” on 29th Ave or Graham drive (or other similar roads)

- The classification of the road need to incorporate the width and capacity of the current road. if changes are made will the roads be changed?
- 3 stages of Neighborhood allow for commercial development - commercial flex and collector. I Think collector and local should be home based businesses only.
- Roadways in Wildwood should not be considered neighbourhood connectors.
- Are you out of your mind? this will destroy the area. I moved here because of the yard space, community feel, and old growth trees. Both the urban plan and building plan will destroy a of that particularly along 26 and 30 ave. This is not the area for 4 plus stories. Infills and lot splitting are one thing but this is absurd.
- Technically, the map is an improvement over Phase 2 but in the booklet, the map is referred to as being on Page 11 when in fact it is on page 10. Spruce shouldn't be a Connector - by City definition, buildings should be oriented towards the street. Can't happen due to gas and power lines. On street parking on Spruce would be a disaster. Currently it's used by cycling commuters & people out walking. Parking would be dangerous, an eye sore and ruin the tranquility of walking. If commercial is added to Spruce, traffic increases and so does parking. Connector around school increases risk for kids. By City definition, Connector connects other communities. 5 Ave and Wedgewood do not. Wildwood has limited access & egress so businesses on Connectors would struggle - even if you double the population of Wildwood. By City definition, Connectors should support public transit. There is no transit service on 5 Ave or Wedgewood around the school.
- Must include planning & discussion on utility services, traffic, parking, schools and emergency services, all of which are already concerns at the existing residential density.
- Stop expanding the areas that are not already multi-family homes & complexes.
- Way too many neighbourhood connectors in Glenbrook. 29th Ave is not and should not be a connector. Leave connectors near commercial areas not in the middle of neighborhoods
- No - 37th Street isn't going to resemble 33rd Ave SW. It's wide, a major throughfare, and the draft urban form map depicts an idealized streetscape that doesn't match the feel of the area. It's grittier because of the Westbrook LRT and the mall. Homeless people and drug users frequent the alleys and go through my garbage all the time. You're not going to have Marda Loop 2 here - it's just not as safe.
- Adding high buildings along 37th st would not be a small change. That would mean going from mostly RC1 bungalows to buildings up to 6 storeys high. That level of densification is just not good for the area. It mean this street becomes a very high traffic street and it is not safe anymore for children. They are too many buildings up to 4 storeys on 45th st for a street that has so many parks where children play. This is a drastic increase in population and traffic that is not in keeping with the community spirit.
- Glenpatrick Drive is one of the quietest streets in Glenbrook. There are only a handful of vehicles per hour that drive along it. It is completely inappropriate to list it as a neighbourhood connector. Small scale commercial uses have absolutely no place on Glenpatrick Drive! This does not integrate new development into the community at all. 35 St SW might be slightly more appropriate for small scale commercial, and 51st St definitely would be more appropriate, but Glenpatrick Drive is not.

- The railway right of way is wrong and appears to be deliberately misleading. The park designations and useable park area are misrepresented, contours would show how little of the south side of bow river is only usable as a linear path. Spruce drive linear park is a road/utility right of way, have a look at your own bylaw map. Edworthy park is a regional park not a community park and the reader should be aware of this and why it is significant in efforts for communities to have 10% open space. The main public park around Wildwood School is also partially owned by the school board which means its not accessible during school hours. It should be marked differently. Spruce Drive is not just a neighbourhood connector, it is one of two ways in and out of a regional park serving a much broader region. The flex area on the NW corner of 45th and Windermere Road is a privately owned parking lot.
- Ignoring the redevelopment of streets, narrowing or widening of ROW's, and especially large site redevelopment like schools parcels is misleading for the community. It inhibits prime redevelopment opportunities that benefit the MDP goals for densifying the inner city.
- You are showing higher activity streets in front of Holy Name and Killarney school. These streets do not need more traffic, they need sunlight allowed in by lower density housing. Parking and traffic is already a safety issue when walking my son to school, people speeding and tight traffic due to small streets and parked cars. Adding density and/or commercial will make the problem worse. Additionally, in this small area of Killarney around those two schools you aren't leaving much space left for actual residential local. This is a quiet corner of the neighborhood and i think it needs to be kept quiet with low car volume to keep the kids safe. I would like to see the streets around both schools to be just the Neighborhood local. 26th Ave has lots of opportunity to develop and keep this little area a nice area to walk and escape 26th ave. I like walking these streets because the houses are nice with lawns and it is quiet and away from businesses and the traffic that brings.
- There isn't a clear reason why the commercial centre is located where it is. This is a prime development site that should be Neighbourhood Flex.
- The Viscount Bennet Centre is Parks and Open Space as well as a Comprehensive Planning Site. This two items contradict each other saying that it's open space that needs to be planned. However, it is common knowledge that the site will be developed at some time in the near-ish future. To more accurately account for this, the site should be designated "No Urban Form Category" with a Comprehensive Planning Site overlay. This is the same as what the North Hill Communities LAP did for the Midfield Mobile Home Park. This will clearly communicate the fact that the site is not going to stay as Park and Open Space and that when an applicant proposes their redevelopment that the LAP will need to be amended.
- WAY too many "connector streets". These are residential area. Parks should not be surrounded by connectors! Connectors should radiate out from places like transit stations not be placed in the middle of a neighborhood for no reason.
- I support it generally. I would suggest making the park proposed by the Walmart open to the street on at least one side. Otherwise it will be a desolate and scary place after businesses close. I also recommend making part of 33 ST SW a park, or have limited speeds. Many people cut through that road to get to Bow Trail because 29 and 25 street have school/park zones of 30 km/hr. 33 AV SW is a narrow street but sees unduly large traffic volumes.

- There is too much development along Spruce Drive, especially adding commercial development. This should be kept open as a open space.
- We need more multi-unit dwellings along Richmond and upgrade to a max line
- The region around Shaganappi Park should not be open to any kind of commercial activity. It is totally a cozy residential region. Also you don't show 24 st connecting to Bow trail. It is possible that that could be blocked off. The 26 st access should be enough. 24 st leading to bow trail is 100 % residential and R1 zoning on the east side. It is redundant to have it as a connector to bow trail. ... and I don't live there but I see it as a flaw.
- As a parent with young children, I am very concerned about the way streets immediately surrounding most elementary schools have been designated as "Neighbourhood Connector." Most of these are very quiet residential streets, and at certain times of the day, they are swarming with children, including during the evenings when children's sports teams use the school fields. These are the wrong place to add more housing density, and especially the wrong place to put small-scale commercial options. If we want families to feel safe letting their children walk or cycle to school, we cannot make plans that draw more traffic onto the streets surrounding an elementary school! Streets such as Glenpatrick Drive and Westminster Drive should be designated "Neighbourhood Local." Let's keep the area immediately surrounding schools as safe spaces for our children, and allow families to make active transportation choices!
- I'm not sure if this whole document is made to be purposefully difficult to understand, but it is not clear at all. From the legend, the 'dark yellow' (Neighbourhood Connector) regions indicate that there will be 'a broad range of housing types,' and 'opportunities for small, local serving commercial in small buildings' alongside Spruce Drive and around the school and park in Wildwood. I totally oppose this continued pushing into our green spaces and the resultant traffic that will be brought into our community. Honestly, unless you can 'begin' with a logical and consistent plan to deal with our current traffic issues, getting into and out of Wildwood, you should not be pursuing any further 'densification' projects on the backs of the current residents of the community. I am appalled by the planners who are pursuing this course of action and am saddened at the possible loss of environmental and green areas.
- The area known as Graham Drive and the houses surrounding that small green space should not be 4 storeys. They should be 3 storeys and less. This is a beautiful, quiet street on single dwellings that does not suit high density 4 storey complexes. Please reconsider that road or it will change this neighbourhood dramatically and disrupt the schools surrounding, as well as quiet neighbourhood feel. Will seem very strange here.
- The streets around 5th ave and wedgewood drive should not be considered collector streets. Sure they are across from the park but the do not have bus routes or are busy at all. If you are considering these streets as collector streets then spruce drive across the community hall should Definitely be included in this. I get that this is next to a park but I think identifying these roads as collector streets is not accurate and should be re-defined. Maybe an "in-between" a community street and a true collector street. There should be only two categories of streets. It seems very odd that these two streets are identified on the map the same as 45th street which is a majorly busy road.
- 32 ave between 24A st and 26 st SW is mislabeled at 33 Ave (Richmond) on your map. 32 Ave. is not a connector street as it does not connect to anything and ends at 24A St and at 26 St. There is no activity on this street and is only accessed through small

neighbourhood roads. The area bound by Richmond rd, 33rd Ave and Crowchild must be taken off your list of development areas. Killarney and Marda Loop have already been sacrificed and my family moved to this area based on the zoning. This area in Richmond is a quiet space without traffic cutting through and is a small family-friendly neighbourhood. The city has already determined they will sell part of Richmond Green, removing green space for development. 32 Ave must be labeled neighbourhood local.

- No Neighbourhood Connector Urban Form around park surrounding 29 Avenue and Graham Drive. Area not suitable for commercial purposes due to narrow streets. Would be definite safety concern as increased vehicle traffic would increase pedestrian-vehicle accidents, including with children. Also, mature green tree cover would be compromised and increase in pollution and emissions from vehicles would result. These factors would be very damaging to the area.
- We live in the Richmond Knob creek "wedge" across from the soccer field at the old Chinook Learning services site. This area is not a "connector". The community was based on quiet streets and R1 zoning and the houses so far have been built on this premise.
- The area south of 26 ave along 25 st is zoned r1 and many in the community have invested in building single family homes. The entire neighbourhood is zoned r1 and there is a section called the wedge. I strongly disagree that quiet 25 st should be labelled neighbourhood connector. It should be neighbourhood local at the maximum. Please do not destroy our community as you have considered. We understand the city may consider re zoning the vacated school from its current r1 designation. We also disagree with this.
- 37th Ave does not make a lot of sense as a connector, it doesn't go to or from any particular destination and isn't calling for any build up of commercial properties along this route or at either end. The main items along this route are parks, it makes more sense to make this a traffic quieted corridor to encourage use by pedestrians and cyclists?
- Also, as a general comment this map does not reflect any emphasis on encouraging walking or cycling as forms of transport. If there is increased population density and only modest improvements to transit access the result will be an increase in vehicle traffic and congestion. Walking paths and safe cycling corridors would greatly reduce the local reliance on cars.
- There are way too many "neighbourhood connector" streets. Commercial activity (even small commercial) is not needed or wanted on every block in the middle of a neighborhood. There is commercial already on the corner of 45th and 26th Ave - this is enough to service the area. The other small roads nearby (29th Ave, Graham drive, etc) do not need commercial also. These should be residential only!
- Also why is the north side of AE cross not flagged a connector? It makes no sense that small roads near Graham park are highlighted but the road by AE cross is not.
- 29th ave and Graham drive at 45th street should be neighbourhood local not a neighbourhood connector. You can't have connectors on all side of a park. They should be residential only otherwise you are creating a barrier to access the park from the area south and west of the park.
- Please ensure anything developed along the 3400 block of 37 St SW remains of SMALL scale. Tall buildings can create privacy, shadowing, and vehicle traffic concerns in the laneway for the residents of Kerry Park Rd, a lovely neighbourhood residential street that faces public, treed green space. These lots may see property value decline as a result

of development behind their lots. Would prefer to see this block remain zoned as residential, not commercial

- I live in the richmond wedge neighbourhood (between richmond road and 33 ave sw). This neighbourhood is currently zoned RC1. The Urban Form map shown above has much of this neighbourhood shown as "neighbourhood connector". However this is an inaccurate description of these streets. One of the main benefits of living in the richmond wedge is that none of the streets are connector streets - they are all dead-ends. This means that people do not drive through the neighbourhood and that traffic is very low. These are not connector streets and consequently they are not appropriate for the type of development that occurs on busy connector streets. People choose to live in this neighbourhood because of the quiet atmosphere and low street traffic. The development types proposed for neighbourhood connector areas are not suitable for these streets.
- Shagginappi LRT is too many single houses. All new builds should be row homes and/or basement suites. Not enough options to rent. Need cheaper options to buy. This community does not like diversity it seems or don't want to lower the entry bar.
- 29 Street SW should only be allowed to have housing up to 3 stories high. This is a very busy road and to allow any higher housing will cause the existing residents to struggle to find on street parking. As well, 29th Street is not a transit street nor is it a bicycle street. There are gravel trucks that speed down this street so often that it makes it hard to enter the drivers side door when we do park on the street. Weekdays between 4-6 PM, traffic backs up solid. The housing options on this street should remain the same as the other streets like 32nd to 26th Street.
- Wildwood should not have any Neighbourhood Connector zoning allowing businesses to operate (other than based)
- The areas within Wildwood are not appropriate for commercial activity. Keep that zoning to the perimeter please.
- We do not understand why any of the areas in Wildwood are designated as a "Neighbourhood Connector". Development of commercial property along Spruce Dr cannot provide access via Spruce Dr. The existing utility corridors prevent commercial operations using Spruce Dr for access and would force customers to use the residential side streets as access and parking. Further, the addition of commercial space across from the Wildwood school is another red flag. This would increase traffic and make the street even more unsafe for our children. The community does not desire commercial operations in the heart of the community. Commercial operations belong on the perimeter to ensure non-residents do NOT significantly increase local traffic levels. Please adjust these areas to "Neighbourhood Local".
- I think this is over planned. One of the reasons great cities have character is there is flexibility in their zoning laws for people to innovate. Calgary often feels like we're planning cool things to death. Not everyone can patronize bourgeois ice cream and coffee shops. You need too leave room for businesses to operate in unconventional ways, or people to build things you may not expect.
- You've highlighted almost every road around a park as a "connector" this is not okay. All parks should have quiet (non-connector) areas around them! Going to the park is meant to be a peaceful experience, you should not have to fight traffic, commercial spaces and dodge large buildings to get to a neighbourhood park. 29th Ave next to Graham Park as an example, is not and should not be identified as a connector. All parks should get the same treatment- no "connectors" no large buildings!!

- 29th Avenue and Graham drive are not "community connectors - the connector is 45th street.
- Higher Neighborhood connector color around train LRT. Does not have to be tall buildings but basement suites and row homes.
- I am opposed to designating urban connector areas in R-1 zoned neighborhoods such as Wildwood, particularly surrounding the park where the community centre is.
- 29th Ave and Graham drive near 45th street are NOT neighbourhood connectors! 29th Ave dead ends into Graham drive. It does not connect anything by together and should not be highlighted on this map. It is a regular residential street with no community amenities (schools, community centres, etc). 26th Ave is the connector.
- The streets within Richmond Park should not be considered connectors. these roads are direct routes to the front of our homes. Richmond Road and 32 Ave are the only roads that create access within the community and increased density, homes other than semi detached single homes are not desired.
- Specifically I am concerned about building 4 story units on 5th ave and wedgewood drive in wildwood. Sure these houses are facing a park, however these are not high traffic areas. There is very minimal traffic on these streets. In addition, allowing four story building on these streets impedes privacy and sunlight for the house just across the other side of the alley. Having 4 story buildings in the other side of the alley from a single home will result in huge property value decreases for these homes that have been here for years.
- This is too aggressive. These are plans that make people very uncomfortable because there is way too much to consider and little things get baked into the plans that people aren't aware of....."well we told you". That makes me think there is something nefarious going on. Why go after and entire area with changes to almost every single block? Why cant we do small steps? Take our time and make smart decisions in a time-wise fashion. What's the big rush here?
- If you drive around Westbrook there are lots of areas that are conducive to commercial property and tall housing complexes....and then there are the nice quiet areas of Westbrook that are old and green and offer space for recreation and that preserve wildlife and bio-diversity. We need both. Blanketing the entire area with changes and modifications is completely unnecessary.
- The aggressive approach to this tells me something is very wrong and someone wants license to make mass changes.
- See below.
- In particular, my comments relate to 'The Wedge'. The Wedge is on the SE corner of the map, bordered by Crowchild Trail on the east, 33rd Ave. SW on the south and Richmond Road SW running diagonally north to south. 'The Wedge' is currently RC-1 with a mixture of bungalows and 2 story single family homes. The map you have identified shows several streets designated as 'neighbourhood collectors and small commercial in dark yellow. This is in DIRECT CONTRAST WITH THE FAMILY ATMOSPHERE OF RC-1 ZONING, AND WILL DESTROY THE CHARACTER OF THE COMMUNITY. As well, the preservation of the existing green space is critical and important to the community.
- Not enough neighborhood flex. Too many restrictions on urban form. Lack of building forms is seriously harming our city and driving up housing prices. Reduce restrictions, let the market decide

- NO park should be surrounded by 4 story buildings. It is unacceptable to say that “ Only a few select areas that surround parks have remained as areas for future four storey development”- this is an absolute failure in planning. How were these areas selected to be ruined when others were not?? Graham park (45th st and Graham drive) is a small neighbourhood park exactly like the others. There is no good reason to “select it” to be surrounded. The phase 2 report clearly says that residents are NOT in favour of development around parks- Graham park is NO EXCEPTION! Residents of this area are very upset with this arbitrary planning process. 29th Ave and Graham drive are not connectors and should not see 4 story development, they are quiet residential roads which back onto a park- just like the houses on turtle hill!! It is absolutely inequitable and unacceptable to remove all development from Turtle hill and instead surround a smaller park in Glenbrook with 4 story buildings.
- Graham park (29th Ave and 45th street) should not be surrounded by 4 story buildings!! There is nothing in this park (like a public pool or community centre) that would warrant this level of densification. It should not be treated differently than other parks in the area- it is no different than turtle hill! It seems that this glenbrook park is being sacrificed to development because turtle hill has been given special status by the planning committee. Glenbrook parks should NOT have to “pick up the deficit” caused by the decision to not have ANY increased densification around turtle hill. NO park should be surrounded by large 3 or 4 story buildings, especially not a small neighbourhood park. This will certainly ruin the neighbourhood and the park- it would not be able to handle the traffic from all of the proposed densification in this small area. 29th Ave and Graham drive are NOT connectors, they are wonderful quiet residential streets. No 4 story buildings on 29th ave!
- The east side of 27th Street on 13th avenue should be a community connector as it runs along a one-way, residential road with many new row houses that face 13th avenue where previous dwellings were street facing between 27 and 29 street.
- Neighborhood Connector areas should not include areas around schools or the green spaces beside schools.
- 26 ave is only 2 lane street but it is one of the main route toward downtown for buses and cars. I agree it could have a potential for neighborhood flex but I am very concerned it will cause lots of parking issues near the street. I saw this is a quite common issue in the big city like Yonge street in Toronto. And building more dense residential housing will make this even worse. The parking space as well as traffic load should be seriously considered for any future development plan. Thank you.
- The highrise/ upto 6 stories development along 37 street is concerning especially since the back alley for these entrances are also the alleyway to single home garages. These should be limited to areas near the subway parks and commercial buildings. Not only does it block the sun because its directly west (especially in the winter when it gets dark very early) the additional traffic into those alleyways impede on the privacy and accessibility of those single homes. Those areas should be devoted to townhouses and duplex developments not condos. Especially on the edge of 26 ave where there is already a condo being built.
- 26th avenue west of 45 street should not be changed from the current zoning.
- It seems like the city is bent on increasing density just to increase property tax revenue. It would be better if they could leave great neighbourhoods alone.

- The greenspace along Graham Drive in Glenbrook should not be zoned as a neighbourhood connector. It is neighbourhood local. Therefore, allowing 4-storey buildings to be built on Graham Drive or 29th avenue would totally ruin the character of this area.
- Youd said above that you heard that "Development four storeys or greater adjacent to parks wasn't strongly supported by stakeholders, especially around schools or parks such as Turtle Hill" and yet on the new map you surrounded Graham Park (45th street and 29th Ave) with 4 story buildings. It is completely unacceptable that you listen to the residents of Glendale but not the residents of Glenbrook. You can't just push 4 story buildings to the next closest park!! This is a small neighbourhood park and it will be completely ruined if you surround it. 29th Avenue should NOT be changed to allow 4 story development - it is a regular residential road and NOT a collector. In general, it is unsafe to have 4 story buildings (especially ones with underground parking) back onto a playground area!!!!
- Richmond Green should remain a park (29 street and Richmond Road) at present it is an extremely well utilized park year around. I have lived in the community for 23 years and witnessed the transition from single family homes to multi-family units. Because of the density parks are needed more than ever and will become more so in future.
- I love the way this urban planning is going! On further thought, several of us here in Wildwood would like to plan further social/commercial development along Spruce Drive near the community center-ideally a bicycle-friendly café with a mix of indoor +outdoor seating where all comers could catch their breath/meet friends/linger a while. Cycling is the heart of Spruce Drive!
- Do not want "neighborhood connector" area along 30th Ave. This is a residential street.
- Do not really need more traffic in area. Already busy enough. Businesses need to ensure that they have adequate parking, especially local businesses.
- Concerns about traffic, volume & community supports for low modified housing along 45th St & 26th Ave (near intersection of 45th St & west of intersection). Neighborhood would better support limited housing builds. Prefer privately owned homes over rental properties with neighborhoods
- 8th Ave was never so busy until city planning closed access points off Bow Trail. Westgate has been isolated due to LRT road closure & poor traffic light management.
- 33 St between 17 Ave and 26 Ave should be a neighbourhood local street. Looking at phase 2 feedback, this has been elaborated but ignored for 29 St, 25 St & 45 St too.
- Horrible. Your plan is bad! Westbrook LRT will never be a hub. It's a local [removed] for dirtbags & crack heads to accumulate. Since it was built, crime has risen 200% in the surrounding area.
- Do not build a "variety" of housing along 37th. There is not enough parking to serve more than a duplex or single home.
- I'd like to see 26 St south of 17th Ave be classified as a neighbourhood local. The park there is always sped through by drivers that don't realize there is a playground there.
- This map shows a complete disregard for most communities affected. People have chosen to settle in communities that are largely single dwelling lots, to use vague terms like " neighborhood connector" to introduce mixed housing and commercial businesses on residential streets that do not support or require that zoning. In comparison the zones labeled "neighborhood flex" appear to be the correct locations that I would support.

- 17 Ave between 24 St + 26 St should be "neighborhood connector" not " neighborhood flex". The blocks east of 24 St are "neighborhood connector" + have similar higher end homes in the blocks north of 17 Ave. Neighborhood local should run along 14 Ave from 26 St to 24 St + down the west side of 24 St in keeping with the community style (primarily single family homes on large lots)
- 25A & 26 Street between 30& 32 Ave should NOT!!be classified as a neighborhood connector. This is absolutely not a " higher activity Street" " Supports limited opportunities for small, local securing commercial" These is dead end streets in a playground zone, not a neighborhood connector, you compare this to 25 St & 17th Ave, seriously? look at traffic counts!
- Please don't turn 17 Ave SW , 26 ve SW or 37 St SW into STROAD! If you want higher density living, make those areas inviting for umans, not high speed, high through put roads. Look at 16 Ave NE for the worst possible STROAD imaginable.
- Looks good if you like living like a RAT. Glad I live in far south.
- All you will do is create slums
- The City seems fixated on low modified (4 stories) mixed building on the north & south side of 26th Ave SW from 24th ST to 37 ST. This is a bad idea! The City has created a good cycle path on this corridor that is a attracting more and more cyclist. Leave it as is, but there is nothing stopping the City allowing a 2nd & 3rd story of apartments over the strip mall on 26th between 33ST & 34 ST SW, The west end portion already has this! And yes more development should occur on 37 ST SW & 45 ST SW!
- I don't like seeing collector streets such as 26th Ave, 30th Ave, 26th St, and 33rd St becoming busier. I don't like what's proposed around Graham Drive and the park there. 45th St is already busy enough without adding more density on the street.
- The area around green space (45 St and 8 Ave, 10 Ave) is currently single homes primarily. The roads in this area are overcrowded with schools, green space use and should not be considered for anything more than in-home or backyard suites
- Came close but we do not need any retail or commercial at the street level of multi unit buildings, they just turn into liquor or pot stores. For example... everyone needs to live above a tattoo removal parlor! It will really bring down the neighborhood. Residential yes retail no!
- Inconsistent application of neighborhood connector designation (yellow) EG. None around "Turtle Park" but all other green spaces are surrounded by 'NCD'. This is not a good look and seems based on privilege.
- Stop destroying my established communities!
- Parking on streets needs more consideration. Small homes means more cars in the streets. Add + concern about traffic via collector roads. More speed bumps and speed sinage needed to slow down traffic.
- "Parking on streets needs more consideration. Small homes means more cars in the streets. Add + concern about traffic via collector roads. More speed bumps and speed signage needed to slow down traffic.
- 9th Ave and Wedgewood Drive should not be considered connector streets. These streets are very quiet and do not connect the community. Spruce Drive and 49th Street should be the only connector streets. Adding 4 story buildings to 9th Ave and Wedgewood Drive would result in huge implications for well-established new/renovated homes behind, in front and beside that have already been built. This will result in a HUGE eye sore to have this mixed single homes + 4 story buildings."

- I think the south side of Bow Trail between 26 and 37 should all be neighborhood flex to gain connection from the existing center to the Shagganappi golf course + park connection- walking here currently sucks.
- Mostly right, except the red and orange areas on Spruce Drive SW. On the other hand, 17 Ave SW could be fully orange (flex), instead of the yellow (housing) area closest to Crowchild
- Fairly accurate mixed commercial residential OK higher density on 37 St plus 17th Ave OK but scale needs to be smaller plus include solutions for logistics.
- 45 St is already very busy without increasing the density. Green space is crucial!! Great that the density is higher close to the LRT stations- already fairly developed along Bow Trail from 45 St to 33 St.
- Would love to see more local businesses as outlined.
- The 'law modified' building plans around the park in Wildwood + a long Bow Trail should be abandoned due to parking plus traffic issues these will incur on the community there should be no development along Spruce Dr or 'neighborhood connectors'
- The map does not reflect what is currently being developed as an example lots 1910 and 1912 on 31st street close to 17 Ave is super populated as it is surrounded by many multi-housing there is a plan to build an affordable housing multistorey. All these are located in one spot (shelter multi housing affordable housing 4-plexes etc.)
- Delete the neighborhood connector designation on the north side of 8th Ave southwest between 37th St, Spruce Dr, and Poplar Road
- Shouldn't Westbrook Mall be a commercial center? Also, on Bow Trail where it is currently a mixture of commercial corridor and neighborhood flags this should only be neighborhood flex but only with low modified buildings as it is currently. Again, this area cannot accommodate the high density because of narrow roadways and few access points that would disturb existing residents with too much traffic congestion and noise.
- Mostly correct. The area at Sarcee Trail + Richmond Road is a commercial center- not a comprehensive planning zone! 45th St southwest is all residential. the green space at Richmond Rd + 33 Ave southwest +33 Ave and Crowchild or not parks to be used for comprehensive planning sites.
- See above 26 St southwest between 17 Ave and 26th Ave has no room for extra commercial units (except the corners of 17 Ave + 26 Ave where streets are wider.
- 32nd Ave southwest is not a connector and adding three plus units would create too much traffic for the neighborhood plus we would lose all the trees and green spaces. Not good for the environment to do so.
- I don't understand why streets around schools with established residences in Wildwood and Westgate are considered neighborhood connectors. I don't support commercial building where there is traffic and congestion in our area where we are already surrounded about child safety and traffic thank you.
- Too much density already on 29th St southwest would stick to corners there as well.
- Most of the parks on the map are shown as higher activity streets when they are in fact the same as other low traffic, narrow streets in the surrounding neighborhood.
- Where are the schools? Public schools? Public schools that are used for community meetings etc not everyone can send their kids to a private school outside their own area. Kids are better off knowing their own community.
- All regions look fine, but more areas could be changed to support multi-family dwellings. More commercial and flex regions.

- You should actually consider the opinions of those who will be impacted by your plans not just give the pretense of doing so.
- Neighborhood local- home based businesses cannot be increased until Traffic Safety and pedestrian safety is addressed (example business on Westwood Drive SW curve caused parking on both sides of the road, on a blind curve, leading to accidents)
- There is no room to park on Richmond Road this should not have high density development from 29th St SW 237th St SW.
- Take back streets make them pedestrian/bike only pathways. work at trying to connect green spaces- even if you have to expropriate. Provide space at minimal cost for “artist in residence” Create incentives for locally based businesses + artisans to rent in this region.
- Do not allow duplexes in Glendale please! We bought in this community for the RC1 lots + not busy streets. this is what makes Glendale unique- it does not need to be like the other communities- if people want that they can go north, south or east.
- On 32nd Ave you show it as “Neighborhood Connector”. This road is a dead end @ Crowchild. housing has been R1 since 1952. Going from R1 to commercial + 4 stories it's a huge jump. Also the Viscount Bennett school site is not included- why? Both maps show the site as parkland- not true. it will be developed separate from this plan?
- Higher density around 26 and Bow Trail and 45th and 17th Ave
- Should be no because only commercial buildings near street
- Shouldn't Westbrook mall be a 'commercial center'? Also, on Bow Trail where it is currently a mixture of 'commercial corridor' and 'neighborhood flex' this should only be 'neighborhood flex' but only with 'low modified' buildings as it is currently. Again, this area cannot accommodate the high density because of narrow roadways and few access points that would disturb existing residents.
- Do not increase density around our green space along 8th Ave and 10 Ave. It's all we have, the city rents to other groups it is a crazy day when in full use.
- Change urban form to neighborhood local along spruce Drive. This is not a higher activity street; it is a park+ open space. Change urban form two neighborhood local around Wildwood school + community hall. Space should be appropriate for children to have free play and is inconsistent with a neighborhood connector.
- Don't touch 45 St between 17 AB and 26 Ave Listen to what Glendale community presented to increase density. Please show where you intend to put new lights which you fail to engage on Main St and add it to additional lights by by high traffic corridors that do not make sense and removed left turning lanes on 37th St and 26th Ave. Traffic issues!
- Far too many areas allowed development not in keeping with the neighborhood. If I wanted high density I would have moved to an R2 neighborhood.
- Please consider the below.
- The green space around 8th Ave and 24th St is schools , green spaces and playgrounds. Although it is around larger buildings it is not a place for local businesses and shopping Or commercial buildings. This area is neighborhood local. Don't make this a busy street by adding businesses along schools . The kids + community will suffer.
- Please keep 26th Ave to limited-let's use low modified+ low on 27th St, 17th Ave not 26th Ave
- Yes, but more neighborhood commercial and neighborhood flex once would be even better!

- Yes- with the exception that there should be community involvement on what sort of commercial businesses are permitted to operate in neighborhood connector areas.
- Please remove the neighborhood connector zoning around the Wildwood school. Our neighborhood is already connected + we do not need the City's interpretation.
- I expected more small relaxing seating outdoor places with plants, trees. We already got C-train tracks and we can't take any TV tower in area. We Expected to hide our train tracks by planting more trees along the tunnel on both sides. I'd be happy if somehow the tunnel will be covered to stop the noise coming from specially at my property [removed] the bridge here 2 train do cross each other both directions sometimes and very often produce big noise and vibration. City transit got to stop to put on West direction noises train we already are affected. At my location north side of tunnel is public sidewalk and some planted trees die. Be very very happy to put me good sizes trees all the way down from 42nd St SW 237th St southwest to produce natural noise barrier. Please check my property [removed] if City can eliminate noise coming from the tunnel. I already ask city for more trees to plant between the tunnel and property. Thanks.
- More high density buildings should be allowed in this area. Justification for it is mentioned above. You can't allow the boomers to dictate the city development in such a way that perpetually pushes city expansion. If you want to live by the city center and enjoy the privilege of living near the city, you can't also demand to have the benefits of suburban life with Big Lots, low density and lower building height. That's being a spoiled and overly privileged brat. We need more walkable areas. Bow trail is an awful road & 17th Ave SW it's not pedestrian or cyclist friendly.
- Map actually has no page number on it. Assuming the map is on page 13, nor low ≤ 4 stories add Sarcee and 17 Ave. Townhomes are already there. Generally the map is what you will do regardless of any input but have stated above what I am not happy with.
- Remove all multifamily from the inner community they should only be on main streets like 17 Ave.
- Poplar Rd should remain RC2- single family and duplex only. It has a lot of green space on it too long playground zones an Art Center, and school for special needs along it. allowing any commercial enterprise along this will increase traffic resulting in potential injury. Currently the small shopping center exits onto Poplar Road This exit should be blocked off forcing parkers back onto Spence.
- Color shades keyed in vague fashion, need to be easily recognized. And translated from next key boundaries.
- We do not want a broad range of housing types in neighborhood connector zones/areas. We do not want increased density. No 3+ unit homes in neighborhood local or neighborhood connector zones.
- Generally looks OK to me, but I would value more commercial opportunities around 45 street station. Not to the same degree as Westbrook but also don't feel the neighborhood flex designation is enough-why do the buildings need to face the street? To deter larger parking lots? If so then I am in favor.
- I believe you did get it right it represents a very healthy variety!
- Richmond + 41st St (Glenbrook) should not be a neighborhood connector but rather neighborhood homes 1-2 stories max. We bought in this community and new built and place to raise our children over inner city areas + this will lead to unsafe traffic/ environment for families + could decrease house value.

- Indicate streets ABS in bigger bolder font also indicate a few main features such as C-train station, parks come on Westbrook mall, etc. so people can quickly orient themselves on map. As it stands, it required magnifying glass, and observed folks giving up on it.
- I don't think parks/schools should just be surrounded by low modified homes-together with small scale 3+ is OK. I must say that I am a bit confused by the map one on page 10 I am thinking that the colors surrounding the pictures on page 11 correspond to the colors on map 1??
- Westgate community along with other older communities do not have the space for 3+ unit homes.
- Overall, it is correct I do not think that the Wildwood School + Community Association site should be looked in on three sides with homes. This would make those open areas feel as though they belong to the adjacent properties and not the community as a whole. Only two sides should have development.
- Again, I think that buildings of four stories should not invade [illegible] into residential areas. Should be relegated to busy streets and commercial areas.
- 3+ unit home should not be allowed around the school in Glenbrook. Would increase traffic when children are coming and going to school. It is busy enough now. Glenbrook has its share of multifamily homes Glendale does not.
- Nothing above 2+ story single family or R2 should be considered.
- R 1. This is a residential area with single family dwellings- the whole lot is rated R for a reason. R1
- We purchased our home in a family community-close to schools and there was transit across. We didn't want to be in an area of multifamily units. Our community has been safe for our children.
- Don't see who why people around spruce Dr have more voice than others in Westbrook communities perhaps they have more influence/money/legal support for their arguments??? Playgrounds around schools are not parks!!!
- This is completely inaccurate. as per above neighborhood connectors should not be added to established Parkland. For example around the Wildwood school and all along Spruce Dr. Further increasing density in a small community is a huge mistake + will negatively impact the entire neighborhood. these connectors should be placed near transit shelters such as Bow Trail and 17th Ave. This not just apply to Wildwood everywhere on the map where there is a park, yellow highlighted has been placed recommending connectors. Please do not destroy parks, Calgary is known for its park+ open space. We should never destroy this for us and future generations.
- Why are there so many bright yellow "neighborhood connector" streets throughout residential areas South of 17th Ave? I don't think 30th Ave, 35th St, 29th St, or 26th St need to be turned into semi commercial spaces.
- Too complicated for me to comment
- This draft should match the building scale map. i.e. BMS ends low modified housing at 2nd Ave, 37th St. DUF has the entire street, and Spruce Cliff Drive as a neighborhood connector.
- The area around Graham Park (45 St and Graham Drive) should not be classified as a neighborhood connector.
- Extend the deadline

- My biggest concern is Westbrook mall and its surrounds. When I move to Calgary in 1982 I was the mother in a young family. The nearest mall Was Westbrook Mall but I found it too dingy and depressing to spend time there when I wanted to shop indoors with or without my children I chose market mall for this. When I moved it was to the northwest quadrant of the city. Now 40 years later as a senior I live quite close to Westbrook mall I find that the density in my area has increased markedly, as has the ethnic mix of the population. Both of these trends are continuing, and I consider both to be positive. Unfortunately, the nature of Westbrook mall has not changed. There is tremendous potential here to increase the size, space and appeal. The mall needs to be larger filled with light to have comfortable seating areas with natural foliage, as staffed children play space appetizing restaurants and businesses that will attract many different people. Busy, potential noisy areas must be separated from quiet, restful areas. A wide corridor that forms a circle would provide space for indoor winter walking as well as increasing business space. It could attract a variety of potential customers who range in age, income level and ethnicity, for an appealing, inclusive shopping mall experience. The city could subsidize entrepreneurs, or groups of entrepreneurs to help them get new shops established and stable. How about a music store that gives music lessons a kitchen store that has cooking classes, I yarn store that teaches knitting, crocheting, macrame, weaving? As toll could be for different farmers in the winter and crafters and artist in the winter. A local theme or subtheme would be unique. A climbing wall or other activity that is associated with the mountains or the river would lure new people to the mall to try new activities. Uh hi apartment building attached to the southeast corner of Westbrook mall which increase density in an acceptable place. It would also bring residents directly into the mall, tremendously increasing the number of mall customers. Not only would this be attractive to the retailers, it would strongly encourage new restaurants, bistros, even brew pops to establish themselves at Westbrook Mall. Calgarians would be attracted to live in a place where they could shop, eat and enjoy leisure time without having to go outside as well as be very close to the C train. The lands South of the library and see train need not be an eyesore. Vac and land is precious especially as density increases, but it needs to be user friendly. Considering the restaurants in the immediate area the people using the C train and those who are using the library there is a great need for an urban park for a walk, arrest, a place to read, to contemplate nature or to enjoy a take-out lunch. Add the residence of a new apartment building and the need becomes acute. As well as the existing path to the C train, we need mentoring paths, bushes, zero scaping with natural vegetation including wildflowers, a pond or fountain and many trees with a variety of spots to sit alone or in a small group. My vision is of attractive, varied, interactive indoor and outdoor space come on something that I think is lacking in Calgary. We need an area which appeals two residents at all stages of their lives, is wheelchair, blind, deaf and sensory overload friendly. The Westbrook mall area could demonstrate how to prepare for a future in which there are more seniors and fewer cars. I strongly believe that this is our chance to get Westbrook mall and its surrounding space right not to do so would be a terrible loss of an opportunity that may not come again. [removed]
- OK at a glance
- I think neighborhood connectors are in the wrong place. They should not be around parks.
- I think so... "Did I read that right? Did I read that right?! Depp vs. Heard joke

- Are any of these rental units? Older homes used for rental are being taken down. Are rental units being replaced?
- I have been involved with the constant attempts by the city of Calgary to increase density in single family communities. Has there ever been a traffic study to determine if the existing roads can handle this massive increase in traffic? Access to Crowchild Trail south is a small road off of 17 Ave with no access from Bow Trail east to Crowchild Trail south, makes no sense, can we not keep the traffic moving on the major roads?
- Urban flex is identified on 45th St and 26th Ave on all four corners. There is one small strip mall and the other two are homes and a school.
- Of these spaces Do not place around parks and open spaces as that ruins the "openness" of these spaces.
- We moved into our neighborhood because it was zoned R1, did that change? If it did I believe most of my neighbors are not aware of that.
- In between 17 Ave and 26th Ave should not change. It should not be anything than what it is now.
- Please consider revamping the area by adding more trendy developments like in Marda Loop, Bridgeland.
- There should be no multi-story dwellings on inner city residential streets!! We need more green space!! New development encroaches on current privacy- increased noise, transients, crowding. Parking is an issue. What happens to existing schools?
- Watch scale "creep". We can accept 3 stories but don't want it to change and grow. We are looking to install solar panels but are concerend that if neighbours sell their home will be torn down with a new taller one (2 or 3) blocking the sun from our residence. Consider all factors, not just density.
- 3 storey only and not beside single detached homes in case they shade their properites (garden)
- It's not "wrong" insofar as it's an improvement. I'm just not sure it goes far enough. I think Calgary could use more "downtown" style areas, whereas this looks like another Kensington or Ingelwood (which again is an improvement)
- It is so important to have a range of commercial within walking distance of residential homes. This is a huge factor in urban sprawl and climate impact. I'm so proud to see the community prioritizing flexible neighbourhoods.
- Same as above, you are rail roading blanket consultation to move densification forward without considering how it will negatively affect proerty owners who own land in these areas specifically for the space that isn't available in newly developed communities
- Consider spaces for community gardeing / gardens, like they have in wealthier neighbourhoods. Generally speaking, more trees are badly needed and there are so many empty spaces that could use some trees
- One needs to stagger high and low housing to allow sunlight - especially in winter. Our raods depend on sunlight > city snowplows to clear roads.
- In both maps - it is just a bit hard to say around border lines - i.e What is going to happen with Viscount Bennett? Richmond Green? Knowing what is possible with these sites would help me understand what might be good palns for adjacent areas. The area at 26 ave and Richmond could be a nice commercial area? Depends on Viscount Bennett too though
- In particular my comments relate to the "The Wedge". The Wedge is on the SE corner of the map bordered by Crowchild Trail on the east, 33 ave on the south and Richmond

north to south. The Wedge is currently 'RC-1' with a mixture of bungalows and 2 storey homes. The map identifies several streets designated as neighbourhood collectors and small commercial (dark yellow) This is in direct contrast with the family atmosphere of RC-1 zoning and will destroy the character of the community. As well the preservation of the existing green space is critical and important to the community

- The park at 29th ave and 45th street is completely surrounded on the map to indicate low modified builds. The lots on 29th ave and the lots on Graham Drive which back onto the park should be left as 'limited' like the other surrounding streets. It makes no sense that these would allow larger builds when all similar lots in Glendale (backing onto turtle hill) have not changed. This is a small neighbourhood park! There is no school, no community building or any community amenity in this park - it is not like the Killarney pool park or any other large community space. 29th ave is not a neighbourhood connector - it is a regular residential street!
- You have 32nd ave marked as a neighbourhood connector. (Also the two streets right next to the green space between 26th st and 25A st sw) These are very quiet areas and would be destroyed by putting ANY commercial here. We moved into this area for the spacious lots, gardening, low density, low traffic. Taller homes ruin gardening. There is still a restrictive covenant protecting our properties - maximum housing height 1.5 storeys. Leave that alone!! Quit adding townhomes along Richmond Road east of 29th Street, in or across from the Wedge.
- Block area on 45th where co-op housing currently should stay as neighbourhood local. Do not want neighbourhood connector which could open more chance of commercial development, not needed
- Amendments required to map. 32 Ave SW is presently houses. 33 Ave SW is the main traffic road - no buildings. Are there proposed plans to change this??
- Buildings of 6 stories or less should NOT be on Spruce Drive. The majority of the buildings in this area are low rise. Large buildings wouldn't fit in. They would be an eye sore
- It feels like Glenbrook is carrying more than its share of the city's density goals. Far more roads are labelled as neighbourhood connector, in comparison to Glendale, Westgate and Wildwood. These are the sorts of things that make communities resent new development. It feels like someone is telling us what our community has to look like
- There appears to be a small section on 45th street that is classified as "Neighbourhood Local" while the adjacent sections are "Neighbourhood Connector". The reason for this distinction is not apparent
- Please keep the streets around our schools quiet and safe! It is ridiculous that I even have to say that. These streets are not the right place to put more/dense housing. They are the wrong place for commercial development. I know, I know, walkable communities blah blah blah. But be realistic! People will drive sometimes, and this just brings more traffic to where children are. Two thumbs down!!!
- The connection of green space across 45th st is integral to the Glendale community. That area is such an important place for children, seniors, dogwalkers and everyone in the community to enjoy and congregate. The open access to the green space along 45th street between 17 ave and 26th ave should be preserved for all. It should be "Neighbourhood Local", only where there are currently buildings along this part of 45th street. The corners only of 45th street and 17th ave should be allowed to be

'Neighbourhood Connector', or south to mid block only. (Also 45th street and 26th ave - 'Neighbourhood Local' near the green space.

- No to Neighbourhood Connector Urban Form around the park on 45th st SW between 29 Ave SW and Graham Drive SW. This area has narrow streets and is not suitable for commercial purposes or high density housing. With higher need for street parking and increase in vehicle traffic, this would increase traffic and pedestrian accidents. If the plan is to take away land from the park to build larger building, please do NOT do this. We, as an urban centre, need green spaces for the mature trees, abundance of birds, squirrels, rabbits and for people's well being.
- Street parking is needed on Neighbourhood Connector streets. Bike lanes/routes not clearly shown (for commuting) please add more. 45th street could be wide enough for dedicated bike lanes, 2 parking lanes and 2 drive lanes. Any new residential complexes must have their own parking. 45th and 17th Ave cannot support any more street parking.
- Already issues of speeding and heavy traffic around schools ie. 5th ave and Wildwood School. Streets around green spaces and schools are NOT neighbourhood connector streets, but neighbourhood local.
- Neighbourhood Connector Streets are quite numerous. Why is 30th Ave in an single family area a "connector". Same with 33rd street (at least it's wider). Connector refers to commercial - very large amount of connector streets.
- Despite saying areas around schools and parks were not supported for development 4 storey plus, the most school dense corridor (26 Ave - Sarcee to 37 st) seems to have been overlooked. 3 schools sit directly on 26 Ave, one school (Glendale) I block N and another 2 south (Calgary Christian and Glenbrook) not to mention optimist athletic park and areas as well as bike route. During school drop off times, traffic is extremely heavy. I've witnessed a lot of near misses car vs. car car vs speed, car vs bike. There are a lot of cars taking short cuts along Gladys Ridge/Glenfield, often ignoring stop sign. Kids using commercial amenities at the plaza. Results in further traffic safety concerns as well as constant litter in back, front yards and alleys. Litter and crime concerns.
- 45 st from Grove Hill to Turtle Hill on west side should not be Neighbourhood Connector. Should be the same as the east side from Grove Hill Rd to Turtle Hill. Area around Graham Drive should not be Neighbourhood Connector. Maybe mixed residential (2 stories or less) or stay the same.
- Actual answer: Yes and No. Yes, that you are focusing on Westbrook Mall/wb LRT station; this area is way under developed. You could easily have 12-20 storey apartment blocks/condo towers. However, No for 26th Ave SW. Unfortunately Calgary Transit blew it by rerouting bus #6 from its route from downtown to Westbrook LRT Stn. Return it. Put it back to its original route prior to Dec 2012, which made ZERO SENSE and ridership decreased!! So it no longer carries as many passengers.
- Leave 45 st alone. It is lined with parks / schools. Do not treat it like 17 ave / 37th! Don't build up at intersection of 26 ave / 45 st. There is a school there!! Again you seem to screw over Glenbrook. Glendale and Westgate are closer to the LRT and less dense. You are favouring the RICH!
- No more density. I need to see an impact statement on how this will affect Wildwood.
- Given only two options, the answer has to be no. The communities that comprise the map are all very different. Residents that I have discussed the plan with do not want to see killarney type development everywhere. The photos describing units presented on the map indicate very little diversity.

- 45th St especially to access Edworthy is already very busy in traffic, especially to get to Edworthy park. These concerns have been raised via the Community Association. They are not appropriate for additional commercial or higher activity. The same absolutely applies with Spruce Dr and Wedgewood. Spruce Dr is already busy and has a number of grass lines and a busy bike lane making this designation a concern.
- Spruce Dr should not be classified as a neighborhood connector, already major traffic concerns not appropriate for additional density. 45th St SW, 5th Ave southwest and Edgewood Dr SW should not be neighborhood connectors, as the increased density would result in traffic and safety concerns. Park space less safe for kids.
- There was previously a lot of negative feedback regarding development and four plus story buildings around Wildwood school - this feedback was not implemented and reflected in changes on this draft, although the phase two report what we did outlines "parks around schools have largely been removed from 4 plus story development based on concerns around traffic and safety around schools". my concerns remain with this proposed development on 45th St southwest, 5th Ave southwest, wedgewood Dr SW and also spruce Dr SW. Wildwood cannot handle increased density and traffic and this would lead to severe and negative impacts as the infrastructure cannot support this plan, even if investment is made there is limited access to the community.
- Why are you picking on Glenbrook for lots of high density? On more streets we do not want small scale homes row housing or fourplexes or anything bigger. Allowing some duplexes like Altadore on certain streets like 17th Ave, 37th St 45th St or Richmond road might work. Gramham drive is not a connector St single family homes only.
- No build up on 26th Ave, 45th St southwest intersection. Do you hate Christian schools or something? It is an elementary school intersection! Do you want a liquor store or bottle depot there so the homeless will crash in the schoolyard and nearby parks. Maybe a needle exchange too! This is sarcasm.
- 26th Ave is becoming problematic in regards to much high speed traffic! Leave it be! Perhaps some commercial development concentrated at 29th St and 37th St southwest is OK, but small scale local shops are best.
- Unable to comment on the full map the area around 45th and 17th and 17 and Georgia appear to be correct.
- Overall it looks good. I don't know if neighborhood flex makes sense in Wildwood on 45th St.
- No neighborhood connector urban form around park surrounding 29th Ave Graham Dr SW. Area not suitable for commercial purposes due to narrow streets. It would be a definite safety concern as increased vehicle traffic would increase pedestrian and vehicle accidents, with the elderly and children. Also mature trees would be compromised if it would increase pollution and vehicle emissions. Very damaging to the area.
- Graham Dr and 29th Ave are not neighborhood connectors for local traffic especially when compared to 45th St or 26th Ave. Graham drive and 29th Ave are quiet residential streets with an increasing number of young families moving to the area so their children can attend area schools. Increase traffic in the area will pose a safety concern for the many children who walked to school in the area. Please redesignate these areas as neighborhood local instead of neighborhood connector.
- Absolutely no to the neighborhood connector along Spruce Dr. We already have significant traffic concerns along this road (speed, cars versus pedestrians, cars versus

cyclists, sun visibility during certain times of the year). I personally have attended 2 or come across for car versus cyclist accidents at 45th and Spruce Dr. We are a community where kids play outside and people of all ages walk. We need to address traffic safety well before.

- We don't want two and three story buildings in our neighborhood. We certainly do not want new houses on major commuter streets, a good place for these units is a long Stoney, Glenmore and Sarcee Trails. They would be perfect in those locations. There is a pump station on Sarcee – perfect spot!
- 45th street is mostly along schools and parks. Where are people going to park? This street is already too busy and I can't get out of Westgate at rush hour. Higher density will contribute to more congestion and creates unsafe space for kids walking to school.
- I can see building along a busy street in the inner city
- I'm thinking map 2 shows neighborhood flex at the corner of 45th and 17th Ave when you go to the map, it shows apartment buildings 12 storeys high. With the inconsistency in the actual clarity of the height. 12 stories, yes I would understand, but neighborhood flex... Understanding density issues would be a major concern. Is there a time when a corner cannot bear anymore traffic??? Of all the corners in the city, 17th Ave and 45th street is one of the busiest corners.
- Shaganappi train station. All three block radius up to 17th should be rezoned for more density. All new builds should have basement suites. Row homes preferred with suites.
- Too many “neighborhood connectors” on Glenbrook, especially near Graham park and Graham drive and 29th Ave should be “neighborhood local”.
- Take out: 1) 5th Ave SW E. of 45th St, 2) Wedgewood Drive SW, 3) 45th St SW N of Bow Tr, 4) Spruce Dr. These are nuts and should not become connectors, as defined on P.11. Read your own material!
- What is the meaning of light orange color around park 45th St, 26th Ave and Graham drive? I highlighted schools, community associations. You put police station 2, fire and ambulance as a green area?
- Neighborhood connector should not be within the residential community, only along major routes. No park development, no three or four story on residential streets that have single family dwellings period too much traffic, no parking available. Dangerous. Let us live.
- New parks and green spaces need to be created, none are shown. Greater density needs more spread between buildings.
- Please keep the streets around schools quiet and safe. They should not be neighborhood connectors. Small scale commercial and higher density housing brings more traffic into areas that need to be safe spaces for children. This is a really bad idea! We already have plenty of busy roads where these would be appropriate, but the quiet streets around schools are not the right place for these. Have the people making these plans even walked down these streets before making these plans? They don't work for these neighborhoods!!!
- Far too many “connector” streets.. too much density- in particular a long Spruce Drive and no doubt some of the streets in Killarney.
- A few more light commercial added to other areas which be nice... supports walking or cycling versus driving to shopping areas.
- Allowing multifamily buildings to be approved anywhere/everywhere is completely unacceptable. There is a huge difference between a 3 story single (R1) family residence

and a three story condo. Parking, traffic, stress on sewer lines, effects on the environment/ animal corridors, shadowing of other properties, effects of property values, etc., etc. My community needs time to gather feedback from our community. July 14 is not enough time. An extension is necessary. The public consultation has been a farce.

- Low modified housing around Wildwood elementary school inappropriate and unnecessary. Donuts around natural areas, parks and open space in Wildwood with limited, low modified low structures.
- The “red zone” is grossly under-represented. The block bounded by both trail and 17 avenue is currently 100% commercial center (i.e. Walmart, Westbrook Mall, Safeway). I can not see those uses disappear in the next 30 years. The “yellow zones” found along collectors? 30th Ave SW and around green spaces are good to see some sort of dwelling densification however to have commercial activities embedded in these zones is not right.
- Too many neighborhood connectors on small residential roads in Glenbrook. Keep connectors close to Richmond Road commercial area and away from the small residential roads. 29 Ave should not be a connector!
- Language is not understandable too engineering/architectural talk. It's hard to see what changed from the present.
- Neighborhood connector streets without traffic lights (i.e. 26 St SW) should be [illegible] residential. a mix of residential homes along here is fine (up to 3 stories) but no commercial businesses. Commercial businesses will increase traffic making the street less safe for children to play.
- Leave Shaganappi alone! There is already more than enough development stated... just not built yet. Quit adding to it!
- The northwest corner of Bow Trail and Spruce Drive SW, as well as the area on 17 Ave SW between 33 St and 37 St, are not suitable for large-scale development. This is due to significant traffic and safety concerns. These areas should be made into green spaces instead- with trees, fountains, seating areas, etc.
- The NW corner of Bow Trail and Spruce Drive is not suitable for large scale development as there is significant traffic and safety concerns. This area should be made into a green space instead!
- The neighborhood, if the proposed changes are to be made, should be walkable first and foremost. The best neighborhood that combine retail/single family homes/high density housing NEED to maintain walkability.
- Deciding to put high density along 26 Ave and/or near 45th Street seems unwise. There are too many schools near there and traffic patterns are already challenging! Extra traffic due to increase population seems unreasonable.
- 8th and 10th Ave SW should not be included as “neighborhood connectors”- it should remain ‘neighborhood local’ because: 1) there is not enough traffic to support businesses on 8th and 10th Ave. 2) the parks are used by local schools and some sports teams, there is nothing in those parks to draw in those outside of the neighborhood. 3) 45 St has more traffic and would better serve as “neighborhood connector”
- See comments above. People who have created land proposals and designs, permits, etc. should be the ones living in the communities you are directing/leading us to believe/trust you have the whole of us in consideration. Look at psych reports on “density building” alone. You don't want to live next door to a “monster” home or more retail stores cluttering the character of a quiet neighborhood. Look at how density

negatively impacts environment, noise pollution, negative elements needing more security and privacy needs. Please do more research and talk to more people who will live here!!

- Low modified houses should not be on 45 Street or around schools. They are only appropriate on major arteries (Bow Trail, 17th Ave, 37 Street). Remove 45 Street just like you did for Spruce Drive.
- I believe there are additional opportunities around the 45th St C-train station
- We have the great idea of commercial and residential combined- great, but design is dreadful most buildings have flat roofs, buildings are boxes and colors are just sad. most buildings look like they are built for utility and on the cheap on the cheap. Poor design.
- I do not believe the area around Wildwood school is a "connector" I would be very concerned if Spruce Dr were developed for small scale housing. That road is the heart of Wildwood transit.
- Four story buildings should not be allowed on 45th St. Nor should they be allowed behind or in front of Glenbrook Community Center four story buildings should shouldn't be allowed around 45th St park between 29th St and Graham Drive. allowing 6+ story buildings on the north side of 26th Ave should not be allowed. It will completely block off smaller houses North of any large building. Allowing 4th buildings on 26th Ave east and West of 45th St will be horrible for the existing neighborhood. All light will be blocked in in summer for gardens there will be way too many cars.
- The draft map looks good to me, although I am unsure what the dark blue color boarding 17th Ave from 37th Ave east to 33 Ave is- I would suggest adding it to the legend. To remove ambiguity.
- Except for low modified on all four corners of intersections in a residential neighborhood.
- Do residents get a chance to have their input considered? Because I love the picture in the middle on page 6 this is exactly why I chose to live in Westgate. The picture on the bottom of page 6 is exactly why I didn't choose to live in Killarney!
- 26 street is already too dense, and people drive too fast for how narrow it is. Making the area more dense will lead to more traffic incidents, endangering children at parks and schools.
- Number of "neighborhood connectors" in the middle of Glenbrook should be reduced. Commercial is not needed on every road. Graham Dr and 29th Ave should not have commercial- too much traffic. Keep Graham Dr and 29th Ave "neighborhood local"- there is commercial one block over (26 Ave/45 St) already.
- 36th St the west side of 36th St should be zoned "low modified" as to other low modified zones adjacent beyond or close to other major streets avenues.
- 8th Ave around St Mikes, Westgate elementary and Vincent Massey should not be dense community development.
- No 3 + story @ Wildwood School area. Too high.
- Quite confusing to me.
- Nowhere in Wildwood. Reasons: higher density will have a negative impact on wildlife, aging sewer and water lines, crime, traffic, the safety of children in the neighborhood, parking common noise, property values. where are the studies you have done to show the impact on these things? No studies, then no development!
- 26th Ave building types should remain more neighborhood local between 26th Ave and 17th Ave. There are a lot of established homes here and a major increase in density

does not align. I believe that the speed limit on 26th and 29th St should also be 40 as they are so close to purely residential streets. Put people first, car second!

- Why is it always the same 3 [removed] that vote for the stupidest things (leaf blowers, vaping, birds) you know how many people you would put out of work.
- Spruce Drive should remain as is with no future development. Any new development should include/ require at least 1.5 off street parking spots. Light yellow should remain single family detached homes, with no lot splitting
- I live on one of the neighborhood connector streets and very much dislike the idea of 4-story buildings looming over our bungalow, but I know that density is the most sustainable plan and it has to go
- You are increasing the density at 26 Ave and 45th St which will make 26th Ave a major failure route but also at the same time narrowing 26 Ave creating a huge bottleneck.
- 26th Ave from 28th to 37th should maintain primarily residential character- with trees and uncovered land space- even simple "neighborhood flex" look shows all building go with no land relationship myself spaces- ugly!
- Should not be commercial development around the green space around Wildwood School this is currently a quiet community gathering space. Commercial development would completely change the community feel. No commercial development along Spruce Dr West of 37th St for same reason above.
- We don't need commercial buildings neighborhood connectors it will take away parking and make living in killarney like living in the middle of a mall. You will take away my neighborhood. I will be forced to move out of this community. On busy road like 17th Ave but not in residential.
- No- 4, 6, 12 story buildings not welcome in R1. We pay taxes for R1- this will devalue our residential properties.
- Many neighborhood connectors lack proper parking, turn lanes, and are underbuilt. 45th St, 26 Ave, 33 St, 29th St 29th St are not equivalent to 37th St, 17 Ave, Bow Trail.
- 17th Ave and 45th St south- leave housing as single dwelling. Glendale is a R1 community for over 65 years. We do not believe building multifamily, townhouses, duplexes are conducive to Glendale. Killarney is anxious trying to park because of these developments. Leave Glendale alone. These community i.e. Glendale are built for single families.
- Neighborhood flex adjacent to Spruce Cliff Park should not exceed three stories. hard to tell because the height limits associated with cat categories are not included in this document (Oh, that's the other map!)
- I would like to see the north side of Bow Trail and 17th Ave west of 37 street designated as either neighborhood flex or connector.
- I liked the organization of more dense building.
- Spruce Dr should remain all single family community not 3+ units. This is a single family area already suffering from too many vehicles. Green space is vital. Renters in the area already show lack of investment in area with poor property maintenance and lack of community involvement.
- We need to keep our parks surrounding 29th Ave and Graham Drive as it is not community friendly to have narrow streets with so much traffic increasing and the safety of our families is a concern. As well as noise and fire.
- In your proposal do you have a plan to create a new entrance and exit from Edworthy Park? The off leash dog walk is extremely busy as there is no other closed area for dogs

and owners West of Sarcee Trail and east of Sarcee Trail having another off-leash site West of Sarcee Trail would help a lot. Would it not be possible to have an entrance to Edworthy off of Bow Trail by the U-turn you are making on Bow Trail? If you want to make our community of Wildwood happy, friendly environment then we need to address the traffic flow through our community. Traffic should go around and not through.

- WRT Wildwood: opposed to Spruce Dr and around Wildwood School/green space and area adjacent to Edworthy Park as neighborhood connector. In particular the section which are playground/school zones traffic is already a huge safety concern. increase density and commercialization that promotes further increased traffic is a negative. Walkability should be promoted-> neighborhood local preferred in this area.
- Questions are hard to answer as it is not clear. Your form map and scale map do not identify what you want to build on areas such as Spruce Drive. Are you planning to take out houses, utilities, water lines, and high voltage lines on Spruce Drive? No one wants that.
- Dense housing near schools is not ideal. 45th is already busy: dense housing= more traffic. What is the solution? Bow Trail needs to be improved to facilitate commercial activity.
- 26th Ave from Sarcee to 37th seems to have been forgotten with scaled back activities around schools. This area is heavily populated with schools and children and families walking and driving there is already traffic congestion around school hours and kids walking area at lunch hour. Parents racing down Gladys Ridgo as shortcut often ignoring stop signs adds further safety concerns as does traffic and parking at Athletic Park. Commercial and wider range of housing types would compound concerns as well as littering which is already a problem do to kids visiting but at noon And dumping garbage. Several businesses in Tri-Glen have already proven unsustainable and there is plenty alter plenty of alternatives on 17th 37th Richmond Rd.
- No neighborhood flex or connector on 26th Ave west of 37th St or on 45th St. These are far from grocery stores so residents will drive everywhere. Too many schools on 45th
- Narrowing the road like you did on 17th Ave has made it very difficult to get out of the neighborhood. It's terrible to make residents deal with this. Too many cars. There is nowhere to park to go visit businesses on 17th Ave.
- leave the 26th Ave/45th St intersection alone. It should not support more business with a school there. Leave the parks off of 45th alone. They could have improved amenities but mixed buildings is just a euphemism for allowing build up to impede access to those not living near the park.
- In Spruce Cliff the "neighborhood flex" area on spruce Dr should be "neighborhood connector" instead- There are no other "flex" areas that back onto a park.
- Too complicated to understand!
- How far west on 26th? Should only be a block west on 37th and not on the north side where there is a park. It appears you want commercial across from a school.
- Designation between neighborhood connector and neighborhood local are not identified. Development of 3+ units homes to be restricted to Richmond Road, 17th Ave SW, Bow Trail and 37th St SW only. Include plans for parking, waste and privacy must be considered concurrently.
- Roads such as Poplar and Spruce Drive Are still classified as "neighborhood connector" what's up broad range of housing types on one map. On the other map they are classified as "limited". This obvious contradiction suggests you are not sincere in this

process. From the start you have been pushing this high density housing with no actual public support.

- 32nd Ave is not a connector street. It is a dead-end street. To the South is a green space to the east is a dead end. Impossible for 32nd have to be a connector unless there are significant changes to access. Is this also in the planning stages? Please respond to [removed] if there are planned changes to access on 32nd Ave.
- Who knows- because the City does not seem to listen. Council has a silly “me too” agenda while property such as Westbrook remains undeveloped (former Ernest Manning site) LRT station and extended line has brought more crime into the adjacent area which taxes police services.
- It's good except some very quiet streets are marked as neighborhood connector. e.g. 45th St stop you South of 26th Ave SW actually gets little traffic (45th St SW South of 26th Ave probably gets less traffic than you would guess-most cars turn at 26 Ave), as does 30 Ave SW near there. But the most egregious example is the neighborhood connector marking off the roads to the west end south of the park south of Graham Drive and west of 45th St SW-these are dirt alleyways come on not connectors!
- OK for Westbrook area density. Wildwood it's already a busy community with speeding/traffic/access problems! Increasing density we're worse than this. Your proposals within Wildwood will destroy the area and the [illegible] increasing density and traffic at the school is a terrible idea! [illegible] property value.
- Seems OK accurate enough.
- There should be no “flex” area on Spruce Dr near Cedar Crescent- This should be neighborhood local as it backs onto a small park.
- Neighborhood local-should stipulate Only bungalow and 2-story homes. 3-story homes should be on neighborhood connector only! Neighborhood connector should not include any commercial buildings within the neighborhood. Commercial buildings should only be on 17th Ave or were already established neighborhood connector as Spruce Dr SW and around the Wildwood School should be removed. Neighborhood flex on Spruce Dr should be limited in height to a 2-story home.
- What the hell is “right”. No changes in areas which are not already zoned for them.
- Westbrook is a disaster- the LRT station[illegible] no access That is welcoming to [illegible] public. All of 17th and 37th (N, E, W, S) is a disaster.
- IN-PERSON FEEDBACK
- Low modified areas noted are ok. Low scale (up to 6 story) area already has high density in a condo building & co-op housing – no need to tear this down. Mid-scale (up to 12 story) is too high for this area – recommend low scale for this area.
- A few select areas that surround parks remains a part of the draft, even though stakeholders did not SUPPORT that. SPRUCE DRIVE remains part of the draft with no Scale and no detailed plan. Are you removing trees, U/G utilities and or Powerlines or are you removing one house and adding two? 37th St. North of Bow, now the rest of Worchester West of the affordable housing structure as were as the sheets facing the Wildwood school still have low modified housing on the draft.
- If you approve the proposed project on the corner of 27th St & Richmond Rd, the tenants will park on Richmond Rd, as they already do for the new complex to 28th St and Richmond (who a lot did not remove cars for street cleaning) and with concrete slabs down the middle of Richmond Road, the graters clearing snow on to our sidewalks. you are taking very good care of the refugees (i don't resent that). how about looking after

those of us who pay taxes and your salaries, instead of your small group of council men & women speaking for all 1.4 million of us! Building too high, block sun, mega trees taken out for these monstrosities of ugly, ugly, flattop, ghetto style homes, apts, condos etc. 87 billion dollars for climate control, what hypocrites you all are. Quite sure you all drive cars, have some sort of nat?? Gas in your domiciles. You are ruining Calgary! the council voting for all of Calgary is misplaced and despicable. not a nice city it used to be. A real shame!

Topic 2- Question 2: Did we get the Draft Building Scale Map right? If no, what additional changes should be considered, and why?

- As with the previous comment, don't just turn the knob up incrementally. Allow even higher densities on the main thoroughfares (especially north south, fewer shade issues) and leave the interior of existing R-1 communities intact.
- Three story buildings are not in keeping with the neighbourhoods which are primarily bungalows. Tall buildings could have a significant impact on light in existing yards.
- Additionally, consistent with the feedback above which cited green spaces/schools as sites that are inappropriate for 4+ story buildings, these areas in Wildwood should be removed/re-classified, as they were in Glendale etc. I'm not certain why this feedback wasn't applied consistently across all neighbourhoods.
- Higher density homes make the most sense near transit/train stations as this helps to minimize concerns related to parking/traffic flow, as well as safety.
- Grove Hill Road x 45 street to the north shouldn't be Low-Modified building scale. this is too much for the intersection of 17 avenue and 45 street to handle. If this intersection ever needs to be expanded, the city will not be able to due to buildings. Keep all Low-modified draft building off 45 street between 17 and 26 aves. Limited buildings on 26 avenue on North side.
- Disagree with that 4 storeys should be allowed on Wedgewood and 5th
- It is too confusing. You look like you are trying to sneak it in. Nobody in Glendale is for multi-family who is not a developer.... period
- No low modified in the Spruce Cliff and Wildwood areas. There is already too much of that type of buildings in the neighborhoods.
- While 26 st connects 26th ave to Bow trail it should not be highlighted as a connector and therefore making it eligible for 3+ housing. The street is extremely skinny especially from 26th to several blocks North. There is no boulevard on the sides and cars already have to pull to the side to let each other pass, never mind that it is supposed to be a designated bike lane. Even with the current R2 zoning, the parking is terrible and causes tension on the street today. Mirrors have knocked off vehicles and several cars have been scraped and damaged by vehicles trying to squeeze by. The street is not designed for the traffic that is on it is using it now, never mind adding additional housing density and therefore vehicles. The garages on the 3+ housing are so small no uses them and there is only 1 per house while everyone has two vehicles two per house. Times that by 3 or 4 per lot and there is a significant vehicle density on an already skinny and over crowded street.
- There should not be 4+ storey buildings on 45th St. and 26th Avenue. This street is a high traffic area for children going to and from school. Along these two roads, just within one community, there are 5 schools. St. Thomas, St. Gregory, CCIS would be directly

affected while Glenmeadows school commute would be made much dangerous as children cross 45th to reach the school.

- Did we get the Draft Building Scale Map right? NO
- 1) -There appears to be many inconsistencies between the Urban Form maps and the associated Building Scale map. In particular, the document indicates that a "Neighbourhood Connector" area includes a broad range of housing types that one might expect exhibits taller /denser levels of developments (i.e. 4+ story development per earlier document)) rather than a "Neighbourhood Local" area that is characterized by a range of housing types found (currently...by my inference) throughout the Westbrook communities. The Building Scale map
 - proposes 4 story development along Graham Dr., 29th Ave, that are not appropriately designated Neighbourhood Connector areas (see earlier comments);
 - does not propose 4 story development along Glenpatrick Dr., 30th Ave (west of 45th St.) , 40th St. adjacent to AE Cross school; adjacent to Westminster DR and 10th Ave. SW near Vincent Massey that are also inappro. (to be continued)
- Narrow streets of 45th street, 29th and Graham Drive are not suitable for such above demands
- I would challenge the premise that there is no room for R1 zoning in the community. While the comment: "All property/landowners have the right to propose changes to their land" is technically true, it is also misleading as reality the proposed changes are rarely approved if they do not fit the "plan". The suggestion that a new plan gives certainty is a red-herring, as the current R1 zoning already does that. I find it disturbing that a City document is misleading and contains such a degree of biased language
- On the north side of 26th avenue in glendale the 4-storey building would overshadow the houses across the alley. I suggest limiting the height to 3 stories.
- On 45th street and around the park near 30th avenue (currently a quiet little street), I think the 4-storey recommended density is too. Overshadowing and impact on adjoining bungalows is too much. Would also recommend 3 storey maximum
- Much like around the Vincent Massey school, I don't believe Wildwood elementary should have four storey complexes around it. There is already so much congestion in that area that it feels this would create a bottleneck and safety hazard to young children going to and at school. Duplexes and small row houses seem good, but large and tall buildings do not. I feel tall buildings should be on the edge of communities and on main roads instead of in the middle of the community.
- Narrow streets of 45th Street and 29th Street and Graham Drive are not suitable for such above demands
- Shouldn't westbrook mall be just commercial? Along bowtrail, it should not a commercial coordinator, but rather neighborhood flex.
- Higher density is better.
- "Apartments" should be removed altogether from Low-Modified, and Low should be modified to accommodate 4 stories or less. This will appease a lot of people where the Low-Modified has been pushed into residential areas one block off 17 Ave south 37 SW west side and fits the city "bait and switch" negotiating style, threaten a ridiculous plan then people happy with what you really want, infill and basement suites, duplexes, about all the 60 year old, infrastructure is built to handle. For example Mardi Loop 33 ave area is now over congested, dark enclosed. The small corner strip malls barely survive financially as it is so coffee shops in a Calgary climate with snow 10 months of the year

is a fantasy. Please put Liquor stores, Cannabis, Pizza and Tim Hortons in your cartoons, neighborhoods can absorb an infinite amount of these businesses. !

- A row of houses on 26A Street, between 26th Ave and 28th Ave, has been characterized as Low-Modified because the row of houses appears to be adjacent to a park. This row of houses should be categorized as Limited because: 1. On a map it looks like there is a street adjacent to the park, but in reality it is an unfinished alley behind the row of houses. Garages back on to the park. Consideration to categorize a row of houses to Low-Modified (rather than Limited) should only be given when there is a street that is adjacent to the park, not a back alley. 2. The row of houses in question shares a street (26A St) with another row of houses which is not categorized the same and which will be affected by the re-categorization. I'm sure that was not the intention of this re-development plan. 3. In this case, the 'park' is actually a City of Calgary dry pond. The potential use of this space is not the same as a typical city park.
- A 3 story development along spruce drive has same impact as a 4 story development. This is not a compromise, it's railroading.
- Wedgewood Dr or 5th Ave SW are absolutely not local connectors
- Diversity is already available to home owners through existing zoning. Consistency is valued also. There is no need to change existing zoning in the name of diversity.
- These are "NOT" Westbrook communities core values or investment priorities!!!
- Negative impacts to our communities will be increased traffic, pollution, safety concerns, overcrowding, disruptions of school/playgrounds/park areas. Additional negative impacts will be destruction of mature established canopy, natural light to yards/gardens and privacy to property owners. Additionally there are concerns that this is an open door to yet more property tax increases and forced permitted parking in neighbourhoods, both creating a further financial burden on households of Westbrook communities
- * indicates that single-family homes make economic sense for new and young families
- *"We can cross the street into Killarney ... where it is filled with infills, and you can't buy an infill for less than \$800,000. Are those affordable for young families? In Glendale, you can buy a single-family home for probably less than \$500,000."
- <https://calgarycitizen.com/article/westbrook-planning-project/>
- No Low-modified buildings around park surrounding 29 Ave and Graham Drive. Area not suitable to house four story buildings, stacked townhouses or apartments due to narrow streets. Would be safety concern as increased vehicle traffic would increase pedestrian-vehicle accidents, including with children. Also, mature green tree cover would be compromised and increase in pollution and emissions from vehicles would result. These factors would be very damaging to the area.
- No building greater than 3 stories should be built around Wildwood school area. Safety concern for kids at school/park/community due to increased parking and traffic.
- I live on Georgia St S.W. and have been here for many years. The ENTIRE STREET(1 Block) should remain as it is- single family residential. Your plan seems to allow for LowModified structures for about one half of the block. This does not make sense and would wreck the entire street. Individuals live and move to this area for a reason, to have a nice home with a yard. Just recently a home was completely renovated and remained single family. The low modified section should be on 17th ave only and stop at the back alley which runs east- west just south of 17th Ave. This would allow Georgia St to remain single family residential for the entire one block length. Please change this on your Draft Building Scale map.

- Again - please stop over building Killarney between 26 avenue and Richmond road SW - it is too dense and too busy now
- The city seems determined to have much higher density development in many of these areas especially around some (but not all) of the park areas. 3 or 4 story development is too high. two stories might be acceptable. You have "neighborhood connector" all around the park that is Graham Drive. This should remain residential only
- Please re-define the Graham Dr. Park (GBK-610) and 29th avenue areas as "Limited" instead of "Low Modified". Graham Dr. is not a major connector route in terms of local traffic flow nor is it appropriate for "Low-Modified" developments as these are some of the most desirable single family home properties in the Westbrook communities. Increasing traffic in the area will present a safety concern for the many children walking to school. Home owners have purchased in the area specifically for the greenspace and "older" community aesthetic. These lots are some of the last reasonably affordable single family home options in the Westbrook Communities with good proximity to many amenities including downtown. In addition, the urban canopy and streetscape will be better preserved with a "limited" designation. During Phase 2 of the LAP process, the Turtle Hill park area had this higher density designation removed and I request the same during this phase for the Graham Dr. and 29th Avenue areas.
- Per my previous comment, buildings along Bow Trail should be to a maximum of 3 stories and not 6 stories. I don't think anyone would want to live at westbrook mall, this should probably just be for commercial use.
- Graham drive, 29th ave and 45th street along same park should not have up to 4 storey building put on it. changing it to limited instead will help preserve the urban canopy and street scape in this area. building these large homes will not fit at all with the current desires of people in that area including my self and my family that own and live on Graham Dr. if i wanted to live on a street with too many units and therefore way too many cars i would live in marda loop, i bought in glenbrook to live on a nice quieter street. also every street that has building 4 storeys ends up with trashy alleys, sidewalks and roads.
- 4 stories is too high for inside the community. Keep those for main transportation corridors like Bow Trail.
- In Wildwood the western portion of Windmere Rd is busier than Spruce Dr as many people going to the park cut through there to avoid the two 30kph playground zones. That road has parking on both sides and because of the higher traffic one car needs to wait for the other pass. If the city can't figure out how to resolve this issue which the neighbourhood has complained about then how can the neighbourhood handle increased traffic with higher density?
- Along Bow Trail, it should be 'low-modified' on both sides as it is currently. There are residents that back onto these roads and they should not be overshadowed by buildings that could be up to 6 stories high. Additional as stated in the question before, the area cannot accommodate the high density of a possible 6 story building because of narrow roadways, few access points and definitely not for parking. This would greatly disturb existing residents with too much traffic congestion and noise.
- Increased heights of buildings would change the landscape of the area to which people were originally attracted. No additional development around the park on Graham Drive should be allowed. Increased population in the area would affect the narrow streets and

cause parking issues. Development along corridors such as 37 street and Bow Trail makes sense due to the major bus routes and proximity to the LRT stations.

- The area around Wildwood School should remain "Limited".
- Spruce Cliff east of Spruce Drive should remain "Low Modified".
- 26 Ave between Crowchild Trail and 37th Street should remain "Limited".
- I do not support 4 story buildings beyond 37St SW and long Bow Trail SW.
- lower building heights on 45 St, 26 Ave and 17 Ave. Same reasons as noted above.
- Generally yes, but concerned about increased density around parks, playgrounds and school. Increased density = increased traffic and danger to kids.
- Keep commercial development and mixed use developments to main streets only. This will ensure all other streets remain safe for children, pets and families to play outside.
- Currently the area south of Richmond RD to 33rd Avenue has CP/CN (?) zoning restriction that allows for a max of 1.5 storeys per house. I do not support a rezoning effort that would see this area go from 1.5 storeys max to 3+ storeys.
- We want low density at 26 Ave SW and 45 ST SW. Allowing 4 story or less will block a lot of green spaces there.
- Inconsistency
- 32 Ave SW is indicated as Low Modified (allowing buildings up to 4 stories)
- the description on pg 8 indicates "development up to 4 stories remains along corridors such as ... 33 Ave SW
- the map actually depicts this on 32 Ave SW (33 Ave SW is a corridor, 32 Ave SW is NOT)
- east of Crowchild (off the map) is currently being developed up to 4 stories
- 33 Ave SW in "Westbrook" is shown as Park and Open Space
- 32 Ave SW should be Limited not Low -Modified; it is not a corridor and the secluded, urban forested nature of the community would be ruined
- Killarney is a very dense neighbourhood, where families, grandparents and single people can all live. The proposal to have 3 storey, 4-unit buildings on mid block lots and continuing to have them on corner lots will quadruple density. This is a fundable change to the nature of the neighbourhood, making the community less desirable. It would drive out many people, including our family.
- Why is Killarney the target for this densification? Are we the sacrificial lamb for the urban sprawl that the City of Calgary keeps approving for communities like Mahogany, Walden, and Tuscany? Why are inner city communities like Mount Royal, Britannia, Elboya, Elbow Park, East Elbow Park shielded from these heavy-handed city tactics? It is clear it is their affluence, status and therefore influence at city hall. The equity considerations of lowering the house values in an economically divers neighborhood, instead of communities containing the most affluent and influential Calgarians should be considered.
- Again, speaking to 26 ave and 45 St from Sarcee to 37, buildings of 4-storeys will negatively impact property values, traffic and safety concerns and other concerns as already outlined above. I am def not opposed to duplexes with limited height restriction designation so as to fit sympathetically with the rest of community. There has already been a lot of home renovations in the area and continues to be, where property values who be decreased due to the lack of privacy, traffic and safety concerns. In areas such as Killarney, there seems to be an increase of crime along with densification as is demonstrated constantly thru Next Door conversations. Must has been promoted by city

council about climate change and preserving/developing tree canopy and yet the plan for larger scale buildings would decrease that, doesn't make sense

- We always need playgrounds. Green spaces are crucial - we need to keep the ones we have and we need MORE! Bike paths and pedestrian routes are SO important!
- No development around wildwood school or Spruce drive. Stick close to transit hubs and roads near large commercial ... small neighborhoods will be ruined. There is no positive for residents ... extra traffic and unsafe for kids - especially around schools and parks.
- The problem with the plan is Parking. I used to live in Killarney and once multi-family homes are built the parking becomes a major issue.
- If the City allows development along Spruce Drive it will ruin this community and we will have to move. It's a terrible idea - I cannot believe this is even a consideration and is totally unnecessary. Please do not destroy the beautiful neighbourhood we treasure so much.
- The parking area of Westbrook Mall is marked as space for high & mid rise which is not right
- The low-modified housing on the North side of Bow Tr is a mistake. We've lived in areas where that form of housing has been introduced and a lot needs to be considered before allowing it. It can have a disproportionate number of negative impacts on the surrounding area especially when being introduced to a neighborhood like Wildwood. These impacts include: the removal of all of the mature greenery and trees in the immediate area, the loss of privacy and natural light and the lowering of property values for the homes that will back onto those households, and the immediate loss of any character and history that gets torn down to make way for the new development. Furthermore, the lack of parking is a serious cause for concern. Because there is already such a limited amount of parking on Worcester Dr (tenants frequently park all over the alley and on Windermere Dr), the impacts of introducing condensed housing will inevitably compound the situation further.
- Do not put any houses larger than single-detached, semi-detached and duplex homes. It's difficult enough to park in my own neighbourhood, in front of my own house. I refuse to have any larger houses put up. It's dangerous to have this many vehicles driving around and parked on the sides of the roads as the roads in my neighbourhood are too narrow to have 2 cars drive past one another. This is ridiculous.
- No 4 story or high density around Wildwood school and park, leave Wildwood alone!!
- Waverley Drive SW in Westgate should be removed. It cannot accommodate increased traffic unless significant changes are made. Reconsider the proposal for 45th street - this street is already congested and basically a nightmare during peak times like school start / end and "rush hour". How do you justify shutting parts of it down to accommodate construction, or the inevitable increase in congestion when residence #'s increase indefinitely. Have you tried driving, biking or even walking around Marda Loop and Altadore since a similar plan was put in place there? Again, if I wanted to live in a densely populated area that heavily favours the developer over the resident I would've bought a home in Killarney or Altadore. Please keep in mind that just because you're adding more homes it doesn't mean you're increasing accessibility typically you price people out of the market and end up with a large cluster of people that fall into the same demographic.

- No Low-Modified buildings around park surrounding 29th Avenue and Graham Drive. Narrow roads, increased traffic, pollution
- Areas around ALL parks located along small residential streets, should be limited, rather than low-modified. For example, the park bordered by 29th Avenue SW and Graham Drive allows low-modified development on the draft building scale map, even though 29th Avenue SW and Graham Drive are both small residential streets that were not designed for higher traffic. Again, larger scale development around parks is NOT supported by stakeholders.
- No development at all.
- Would like to see increased penetration of low-modified development throughout the community
- The wedge should be kept RC1.
- Increasing density around the school eating up the baseball and soccer field space is also something that I do not support. I suggest you take a drive down 5th street and see if you can fit 2 vehicles to drive by each other. All around the school it not only take a bad situation to worse in regards of traffic, congestion, and lack of parking. These roads are not designed to handle the amount of traffic increasing density brings.
- The wedge cannot handle more traffic in the area and should be kept RC1.
- I do not feel that it is appropriate to ring schools and community fields with dwellings (eg: around Wildwood Elementary School and Wildwood Community Centre). Children need space to run and play. This entire area is used for baseball, soccer, hockey and just general creative play by many children.
- Spruce drive is perfect. You can't change it. People walk and run up and down spruce. 3 story units would be soooo ugly omg it hurts to think about.
- There should be no 4 storey development on the streets near Graham Park (29th Ave/ Graham Drive) in Glenbrook. The area will not support traffic from this many people and it will create safety issues for kids in the park/walking through the park to get to schools (or school bus stops) on either side (Calgary Christian/ St Thomas...)
- There should be no 6 storey development on Spruce Dr near Cedar Cres OR on Cedar Crescent itself. Both of these areas should be 4 storey (at most) - they surround a park and will shade the area! Spruce Dr (near Cedar Cres) is across the street from a special needs school! The report says you heard development of 4+ storeys is not supported near schools - this school deserves the same (or MORE) consideration as other schools! Many vehicles dropping off are accessible buses/taxis/etc - they need space! Additional traffic & parking concerns with potential 6 storey development on Spruce Dr & Cedar Cres will negatively impact this school and it's kids.
- I understand and respect the need for further investment and development however, one of the benefits and appeals of wildwood are that they are single family homes. I believe 4 stories along Bow Trail on the Rosscarrock side make sense but with the wildwood side has a wall and the four storeys impacts the feel of the community on the wildwood side. I do not support they zoning of 4 storeys on the wildwood side. But I understand it on Rosscarrock as it is closer to Westbrook hub "Range" of building heights. Adjacent owners and communities should have more say on what type of housing is acceptable. Greater height and higher density is not always welcomed or prudent. Noise, parking, fire safety are constantly overlooked by the current urban planning mindset. Citizens don not want higher density in all areas of their neighborhoods. We intentionally chose R1 for

consistent scale for space, sunlight, distance from others etc. stop telling us what we want.

- Glenpatrick Dr. is a very narrow street. Several alleyway pedestrian connector paths lead to Glenbrook school and Glenpatrick Park, with dozens of children using them to go back and forth. There is no way that this road could handle higher speeds, more cars, and more traffic. We have witnessed several near misses just from cars taking the 90 degree turns, or just ignoring the playground zone speed limits.
- Too many large apartment buildings, especially in zoning so many neighbourhood streets "connector". Feel again like a giant cash grab. You're zoning all the nicer parts of the community for mass development. Feels like we're being squeezed out of our homes. No one wants to live beside a 4 story apartment building. Traffic, blocking light, noise, safety, privacy, loss of green space, construction, parking are all huge concerns. Look at the mess that is Mardaloop... Are you planning the same intense re zoning for all inner city neighbourhoods or just picking the ones whom developers are most interested in?
- Let people have space in front and sides of their homes, the corner homes are gonna be congested with cars bad sight lines for people walking in the area! Also crime is gonna increase as only drug dealers are going to be buying up the corner homes to conduct their business!!
- 2. The citizens do not trust this administration.
- We have heard many promises and commitments: Year after Year –only to find that we have been LIED to once again. There is a general feeling that the administration only comes to the public for comments AFTER they have already made their decisions. The 'dog & pony show' is merely for cover. Therefore, we are presented with a few obviously excessive options, which are soon dropped due to 'community opposition,' only to find that the rest of the plan is railroaded through. due to 'community opposition,' only to find that the rest of the plan is railroaded through.
- Changing from 4+ stories to 3+ is absolutely meaningless - is it 10 or 17 or 32 or.....
- Examples: Westgate Hotel redevelopment went from 17 stories to 32 stories.
- - Overwhelming opposition to the 'rammed through' blanket residential suites.
- The realignment of Bow Trail to ease the dangerous S-Curve: This was a council priority 50 years ago. The city now has 3-4 times the population and continues to expand west. How many more deaths and injuries have to happen?
- All you did was colour-code what already exists. Nothing new, interesting or disruptive is highlighted or drawn attention to. I'm basically looking at a map of my neighborhood without anything special being done to it.
- Low-Modified (adding 4 storeys) and Low (adding 6 storeys) should not happen for 26 Ave SW, 29 St SW and 33 St SW and don't add the Killarney Glenn Court condominium for Low change, this is pushing many families to move from the home they love, many couples and children who have a safe space and pay taxes for it.
- On spruce drive between the 2 entrances to Cedar Crescent this should not be 6 storey. This will greatly shade the park and lead to parking and traffic concerns. Parking on Cedar Crescent is already significantly stressed with the existing 3 story buildings. Cedar and Spruce drive should be changed to a max of 4 storeys on the proposal. ALSO there is a school on Spruce Drive immediately opposite this (currently 6storey) section. It seems like this school (Quest) is not being treated the same as "normal CBE/catholic schools". Schools evolve over time. While you may not consider drop off and pick up at

this school to be an issue currently, there is no way of knowing how busy it might be in future and therefore it should be given the same consideration as other schools in the area. Turning an entire section next to a school 6 storey will inevitably impact the school (negatively) and vice versa.

- No 4 storey around Graham park. The roads (Graham Dr and 29th Ave) are too small and have shared routing to 45th street, which is already busy at 26ave intersection. The 90 degree bend in Graham drive (north west corner) is already problematic as drivers can not see cars approaching from the other end- many potential accidents here. These will start resulting in actual contact accidents with an increase in traffic particularly if people do not obey the playground zone. In the winter the bend in Graham drive is very slippery and many additional cars would turn it into a skating rink. Traffic from 29th has to flow around Graham to access 45th so both streets should stay under 3 storey to allow traffic /roads to remain safe near the park.
- The engagement booklet says "Development along Spruce Drive SW was scaled back to up to three storeys only" (pg 8). This is absolutely false. You scaled back the part of Spruce Drive that is in Wildwood (the neighbourhood with \$\$\$) while proposing 6 storey (or more) all along the portion of Spruce Drive that is in Spruce Cliff - including one section that runs immediately next to a school (Quest School - 3405 Spruce Dr). Why is a school in Spruce Cliff given less consideration than a normal section of road in Wildwood? The school in Spruce Cliff is certainly not being treated the same as the school in Wildwood (or any other school on the map).
- Cedar Crescent in Spruce Cliff should not be 6 storeys. There would be significant parking concerns, in addition to the same slope stability issues that Planners have indicated exist in Wildwood. The buildings on Cedar Crescent also sit on top of the ridge - it makes no sense that the properties on Spruce Drive/Spruce Bank Crescent could not go above 3 story, but immediately adjacent properties on Cedar Crescent could go as high as 6 storeys. It is essentially a continuous road on a continuous ridge line. This map should be equalized - bring Cedar crescent proposed height down, so that it is more in line with the neighbourhood AND DOES NOT CAUSE SLOPE ISSUES IN THE FUTURE and please reconsider why Wildwood properties are being treated preferentially through this process than those in Spruce Cliff - equality should be a part of this process!
- Spruce Drive between both entrances to Cedar Crescent should NOT be 6 storeys. In the engagement booklet it clearly states that 4+ storey development was not supported by schools - it therefore makes NO SENSE that 6 storey development would be proposed immediately opposite the Quest School. This is a school for children - there is no reason why it should not be given the the same consideration as other schools in Westbrook. It is absolutely unacceptable that this school has not been afforded the same courtesy as other schools in the area. At most this area (and Cedar Crescent) should be 4 storey, however even that is out of line with what has been proposed around most of the other schools. It is blatantly inequitable that a school for kids with special needs is not being treated the same as other schools. Fix this!!
- blocking light with 4 storey buildings near green spaces is not ideal. we would also not want a connector on 25A street and 26 Street off of 32nd ave. 26 Ave makes more sense for that as it's a high activity street already. We like the quiet of our street and surrounding green spaces (25 /25A/26 Streets)
- I worry about these 4+ story buildings blocking the light to older homes and gardens. Robbing natural light is a problem for urban farming which is becoming increasingly

important. Also blocking natural light is affects mental and physical health of home occupants. While also increasing electricity bills. The shadow Impacts of these bulids are a concern. I would also states that garages be mandatory as we already have parking problems on certain streets. However, my preference would be to have a high-rise tower, instead of multiple small buildings, with adequate underground parking for visitors and residents available.

- As above. The current owners of the houses on the south side of 17th Ave between 37th Street and Sarcee should be pressured by the City to clean up and maintain the houses, ensure responsible tenants live there. We do not need to increase the density and invite more rundown properties in the long run, we just need to clean up what's already there!
- Too many multi-tenant buildings in quiet residential neighborhoods (25th St and 32nd Ave), these should be left as single family properties in order to maintain the integrity of area (i.e. the wedge).
- The area surrounding Graham park should not be 4 storey development. The intersection at 26th Ave and 45th street is already very busy at MANY times of the day and is adjacent to a school. Having back to back blocks of densification in the immediate area will compound traffic issues and safety issues for the school located at that corner, Graham park and kids walking to other nearby schools. Densification on 26th makes way more sense than densifying (4 storey) on 29th avenue and/or Graham drive. Plan in this area should be reduced to align with the principle that 4 storey development is not supported near parks & schools - you say you heard this in phase 2, yet in this small area you have proposed both surrounding a park and bordering one side of a school with 4 storey buildings- this does not demonstrates that communities are being listened to equally. Keep 4 storey development by main streets & existing large commercial areas not on small side streets like Graham Dr & 29th Ave
- Buildings that are more that 4 stories have no place in residential areas except perhaps close to Transit stations. The densification is not healthy. The shade created by those tall buildings is not welcome. The neighbourhoods in Westbrook are being revitalized by the young families that are moving in. They need yards and green space to have a healthy life. Covid surely has taught us that the citizenry should have space, not be crammed into highrise buildings. Improve our bike paths and provide more community garden space. Don't fill every spot with buildings. We understand that densification must happen but it should be kept to 4 story buildings at the most in the Westbrook community.
- I think the building scale matches existing neighbourhoods that have developed where focus is around commercial nodes and transit corridors much like Marda Loop ASP.
- I don't believe that on 12th Avenue at the end of 27th, 28th and 29th streets that there should be 6 storeys allowed. It is way too tall considering all the lower homes around it. We have a 4 storey Giordano that is on 26A street that is a nightmare and we don't need anything bigger or taller than this. 4 stories is plenty. You also need to clarify how far they will be able to come into the street. It should be 3 lots MAX. 4 is definitely too many as it takes over half the street as we have seen with the Giordano and pushes out all the single family homes. I would like to see any development have to face bow trail only and not be able to come up the street at all, like 28th street along 12th avenue is doing. Not so intrusive to neighbours as they face Bow Trail. If they are coming up the street then 6 stories should never be allowed! Way too tall and the farther you get away from the train station it is not necessary. This is definitely something that needs to be figured out

- What is up with 4 storey development around schools and parks? Specifically around Wildwood School? The rest of the proposed areas are super! Along Bow Trail both sides, great choice! The higher the buildings with more density would have the least amount of impact on surrounding residents when they are located along the corridors of 37 Street, 17 Avenue and Bow Trail where the opportunity for additional commercial use would be a great asset.
- I do not understand the justification for the "low-modified up to 4 stories" designation along Georgia Street, between 45th street and grove hill road. I understand that the station is close but it seems like an obtrusive and strange transition along that road, as it is across from and adjacent to single family homes.
- Your maps have 32Ave labeled as 33 Ave, these are two very different streets, 33rd is a four lane connector and 32 is a quiet side street facing a green space. Also its a poor spot for four story development! these buildings would be right out of character for an R1 Neighborhood.
- Removal of the possibility of any 3+ buildings along the 26th Avenue and 45th Street corridors. These are corridors for people to cycle and walk to school and in and around the community. There is already a lot of traffic and speeding along the route to get out of the community (despite the school zones). Making it more resident friendly should be the focus. There should also be the removal of any large scale (3+) buildings along any green space in the plan. People choose these spaces as there is an opportunity for sunlight and a feeling of open space. Not wanting to feel like they are being stared down on by people in large buildings. I live near the small green space on 41 Street south of 26th avenue. It is utilized by people throughout the community as a little oasis. Having large buildings surrounding it would cut it off for all except the people who lived adjacent to it.
- Currently there are NO infills, townhouses or multi family houses on Glenpatrick Dr. Allowing multi story, multi unit houses would completely transform the beautiful street. There are currently many original trees, 60+ years old that would certainly be lost if larger developments were allowed to happen on Glenpatrick Dr. Again, this street is not a high use street for transit or traffic as it is a smaller crescent where people only venture if they live or are visiting people on that street. To allow 4 story buildings would completely alter the look and feel of the street.
- Don't want Neighborhood connector or modified homes in this area of the Wedge Want to remain a single family homes with RC-1 Zoning
- I feel like the houses on 37th should be 4 storeys only. Anything higher would be an eyesore for the many houses on 38th. Also, 37th is already incredibly busy as a street - adding too many cars to 37th may bring in more parked cars to 38th and surrounding areas.
- Three, four, and higher-storey buildings selfishly block views of residents already living in these areas.
- There are two areas not suitable for development of any kind. These are: The northwest corner of Bow Trail and Spruce Drive SW; The area on 17 Avenue between 33 Street and 37 Street SW
- More development will significantly increase pedestrian traffic and likely also vehicle traffic, as well as congestion.
- Westbrook Mall and Westbrook LRT are not suitable areas for greater development.
- Increased crowding decreases residents' well-being.

- These areas should instead be made into green spaces - with trees, fountains, and seating areas. Peaceful spaces such as these would decrease crime by enhancing the natural beauty of the space and have the community take pride in the area, rather than increasing development to provide surveillance of the community.
- I think a 6 story building is too high to be built beside a bungalow in an established neighbourhood. I think it will cast a shadow into people's backyards, affect their privacy, and create issues with parking. I think the whole corridor along 17 avenue and along street should be treated the same instead of choosing winners and losers. I also think that four stories is a fair compromise and one that does not increase density too much. There already is significant traffic along 17 avenue at 45 street and it is disingenuous to suggest that traffic and parking will not become worse with higher population density. I would like to see large condos (similar to the two by westbrook mall) or 4 story buildings. I also think these large buildings should be placed close to grocery stores, public transit, and parks. Other considerations could be building a large condo where the AMA is, a large condo beside the westbrook LRT, or building condos beside existing condos (Optimist Park) or Regal Beagle.
- Again, Westbrook mall appears to have been filled with 12 to 20+ story buildings. Where will we shop?
- Topic 1 discusses the usage of small-scale development, which describes an upper density designation of 3 story row/townhouses. Then in the areas you have identified for Low-Modified, you are designating 4 story apartments as potential recommendations for these areas. I believe there is a big designation between 3 story row/townhouses and 4 story apartment buildings when it comes to density, and a further designation/breakdown is required.
- 4+ story apartments make sense in the areas identified around 17th Avenue (and one block back east of 37th Street), along Bow Trail, and around 37th Street. However, these are too dense for the areas within communities, like 26th Avenue, 45th Street, 29th Street, and around Wildwood School, Community Centre and Park. These areas will be best served by a density format that caps at 3 Story Rowhouses for maintaining a community feel within the connector streets of these neighbourhoods.
- Although this is more suitable for the neighbourhood 3+ stories along the Wildwood park will cause congestion and parking issues. The area is not suitable for larger scale developments. Most people purchased in the area with the understanding this would be a single family neighbourhood and the additional housing will hurt property values in an area that already pays high property taxes
- I am happy to see that the 26th street corridor will remain reserved for "limited development". It is hardly a corridor filled with single family homes and duplexes. Still a bit of a concern is the ability to have fourplexes on every corner lot.
- 5 AVE SW, WEDGEWOOD DR SW & 45 ST N OF BOW TR ARE NOT SUITABLE FOR LOW MODIFIED BUILDINGS FOR ALL THE REASONS GIVEN IN PHASE 2. SCHOOLS, COMMUNITY CENTRES AND SMALL OPEN SPACES ARE NOT SUITABLE FOR THIS TYPE OF DEVELOPMENT. YOU HAVE REPLACED "OVER" 4 STOREYS WITH "UP TO" 4 STORIES WHICH IS BASICALLY SEMANTICS. QUITE CLEARLY YOU ARE NOT LISTENING AND DEFINITELY IGNORING PUBLIC INPUT. THIS HAS TO CHANGE.
- The area surrounding the park bordered by 45 Street, 29 Avenue and Graham Drive is not suitable for higher density dwellings or commercial space. The narrow streets would

cause significant congestion and could potentially increase vehicle-pedestrian incidents. Destruction of the green space and urban canopies would be inevitable leading to long-term negative consequences on the climate and increase crime within the area.

- 4 storey development should not be allowed around parks on quiet side streets. Increased traffic on small streets will create major safety concerns for people trying to access the park. Example - Graham Park in Glenbrook (Graham Dr & 45th St) should not allow 4 storey development on 29th Ave or Graham Dr - these are small roads with 1 shared access route to 45th. Also, 4 story development should not occur on lots that back onto parks - large volumes of cars should never be directed down alleys next to parks & playgrounds. Kids commonly ride their bikes in the alley at Graham park (behind 29th Ave & Graham Dr) and balls/toys often end up in the alley from the park. There is lots of densification proposed on the map close to Graham park (26th ave, 45th St), surrounding the park & making side streets unsafe is unnecessary. Also, 4 story buildings would likely have underground parking accessed from the alley - it is hugely dangerous to have underground parking next to a playground.
- The area of this plan is huge and should not be destroying beautiful neighborhood with unaffordable apartment buildings, condos and more stores that are just not need. Take a look around and see all the empty commercial buildings. Keep crime out of these beautiful charming neighborhoods. Maybe help them by accenting the older charm not destroying it. What is happening to our society by wanting to destroy everything and buy or build new. Please stop allowing the city to spread so far out. All these new neighborhoods are such a waste of land.
- Please reconsider beautifying the old areas and bring some charm back. Change your Maps and don't include these agrees of Glenbrook, Glamorgan and the others like spruce cliff, wildwood. Stay away.
- The night of buildings on 36th street should be limited to row townhouses and not apartment buildings.
- Please do not allow redevelopment along Glenpatrick drive. This is a great place to live and more developement would make it a much busier place. Right now there is very little traffic on this street which is great for young families. Also there is lots of parking. If duplexes or other dense housing is put in there would not be enough parking.
- 3 and 4 storey buildings are NOT low scale. They will completely block the light and view of their neighbours and screw up the backlanes and parking. No gardens, no solar energy if you on the wrong side of one of those things. Don't build buildings over 2 storeys by Glenbrook parks. You claim you want to make them used more but all you are going to do is restrict access. Many people in Glenbrook have lived here and paid taxes for decades. You want to screw us over.
- I don't think up to 4-story buildings should be allowed around Wildwood School. We already have a large traffic problem along 45 st and 5 ave during school drop off and pick up and I think adding large buildings would only make the issue worse. Unless you plan on having another road access Edworthy Park so that people don't have to use 45 St.
- I do like that you decided against developing Spruce Drive. It is a key feature of our neighbourhood and many people take advantage of the green space to walk, converse with neighbours and friends, have lemonade stands on hot days. I think we need green places to walk within our neighbourhoods and this is such a vital corridor for that. Let's take advantage of it and plant more trees.

- Same thoughts as above.
- 35 Ave from 45 St to 51 St should be Limited or Low-Modified vs Low. The infrastructure does not support the increased density of 6- story buildings. Would also close in and block southern sun from existing residents in Glenbrook. This is especially important in the winter. 6- story buildings would result in the mature green spaces being destroyed. One of the best parts of being in the inner city.
- Richmond Green does not align with the City's own plan, on their website, for that area.
- I have seen multiple instances where the LAP is excluding considerations as being out of scope. (parking, traffic, utilities, population growth projections, Richmond Green, etc). This is wrong. The changes/vision proposed has to holistically look at the big picture in order to allow the smoothest transition to the new future.
- The apparent redevelopment of the Westbrook Mall area without including commercial areas for basic needs is questionable. Office towers do not feed people. It's worse (more dense) than the Co-op/Canadian Tire area on Richmond Road and Sarcee Trail. I'll be long dead but this is so disappointing since it is ignoring social development needs.
- It states above that development of 4 stories or greater wasn't supported around schools - why is there development of 4 stories and greater located so close to Killarney school? That is an alternative school that is full year, after year. Where are all those kids in those developments going to go to school? Parking is already a problem around there and the streets are so narrow. Development like this around schools is not a good idea.
- Like the Urban Form map, this one also has a HUGELY serious flaw in it. The basic premise is quite good...have larger development around the commercial, busy-road perimeter of a community. That gives a place for rentals, apartments and retail. Then the interior of the community should be sheltered within that perimeter. The flaw is to then allow the misleading "small scale" housing within the interior. As I repeat below, this is COMPLETELY unacceptable. However a simple change will resolve all this. Change the legend for the faint-yellow to include ONLY single family (R1 or one home per lot with no subdividing) of a maximum height of 2 stories (preferably one story).
- 3 stories is a ridiculously unacceptable height beside any single family, single story home. Imagine a 30 foot wall on both sides of your home and back yard...that's hideous.
- I see that there is still some density proposed for the 45th Street collector south of 17th ave. I believe the community had wanted as little of the high storey developments along 45th street as possible.
- There should not be "Low-Modified" along 45 St between 17 and 26 AVE. There should not be "Low-Modified" on Glenwood Drive. I live in Glendale Court, the townhome-style condo complex at 3906 and 3910 19 AVE SW. A 4-storey complex along Glenwood Drive would not be welcome by people in our complex.
- We don't understand how four story homes could be a good fit along, for example 32 Ave. in Richmond. And, it makes it sound as though parks, such as the one on 25A St. and 30 Ave. could at some point be developed. As lifelong Calgarians, we now fully avoid Marda Loop for the impersonal and soulless concrete canyon that 33 Ave. has become.
- For the same reasons listed above, four storeys should not be allowed around parks and school because of increased population density and traffic, thus reducing safety. This is especially unsuitable around the park at Graham Drive and 45 Street and around 35 Ave. There are already many attached units in this area with high numbers of residents.

Parking is already a problem, with our back lane and the front of our house often blocked by cars that have nowhere else to park. Anything higher than three storeys should be reserved for main streets such as 17 Ave. and Bow Trail.

- Too many multi story buildings take away from the feeling of a tight knit community and more of a high density complex where people do not mix or socialize.
- Leave 45th st alone. It has so many schools and parks and is used by cyclists as well as cars. It should not become more commercialized or packed with apartment buildings.
- TOO MANY 4 STOREY BUILDINGS NEXT TO PARKS. In Phase 2 you said you heard 4+ storey buildings were not supported - PLEASE ACTUALLY LISTEN!! The feedback provided already indicates that development around parks is not wanted. You can not just pick "select" parks and neighbourhoods to ruin. Graham Park is surrounded on the map with 4 story development - this is a clear contradiction to the majority of public sentiment. You can not say that you listened, when you're new "plan" ignores an entire community. Glenbrook residents DO NOT want 4 story buildings around Graham Park. 29th Ave and Graham Drive especially should not have 4 story buildings. Homeowners in Wildwood (backing on to Edworthy) and along Turtle Hill/Optimist are not the only ones that value parks and open space. Homeowners in Glenbrook moved to park-adjacent lots for the same reasons as those in more affluent areas. Single family lots near all parks should be zoned in ALL neighbourhoods, not just the most wealthy.
- Densification proposed around Graham park is completely unacceptable. 4 storey development is NOT wanted around this park!! No 4 story buildings on quiet residential streets like 29th avenue. Keep larger multi unit buildings to bigger roads like 37th, 45th and 26th. PLEASE do not ruin our park and neighborhood with unwanted densification in every block.
- All these change are making the current homes (built in 1950-1960's) worthless. any new sales are to developers who demo the house and build houses that are not affordable to the average Calgarian.
- Its okay.. appreciate the scale back of 4 stories near the parks and greenspace, but 4 stories along all collectors and major routes will feel imposing. Consider one side of the street on current low density areas?
- Existing homeowners in Wildwood chose the neighbourhood for it's low density character. No one wants a four story apartment building built in their backyard.
- I drive 26 & 30 Ave each day to call it a neighbourhood connector road is absurd. There is so many schools in the area that you are creating havoc and confusion. It shows that you have zero understanding of the area and why people desire to live there. Some tolerance for the north/south 37 and 45 corridors but the east west route thought and interior community thought is awful.
- The booklet refers to the map as being on Page 12 when in fact it is on page 13. Housing around the school should be limited to 3 story (preferably 2) row houses for the safety of the kids. This includes the section of 45 St across from the school. I do not believe for a second that "parks are safer with more eyes on it." Spruce has been identified as a Connector but on the Building Scale map, there is no housing type - it is colored a Natural Area. There is a disconnect so what is the City hiding? I could support the Low-Modified area long Bow Trail as it could provide a sound barrier deeper into Wildwood than the current sound wall.
- Keep this expansion to Bow Trail, 17th Ave east of 45th St., 26th Ave east of 45th St., Richmond Road. Remove EVERYTHING else!

- Stop expanding the areas that are not already multi-family homes & complexes.
- Park at 29th Ave and Graham Drive should not be surrounded by 4 story buildings! 29th and Graham dr are quiet residential roads which should stay as small scale houses only! There also should be no commercial allowed on these streets- it is not needed or wanted. There are commercial areas within walking distance (45th & 26th and at Richmond road)! This is enough.
- The area of Glenbrook near Graham park is really lovely and has many multigenerational Glenbrook residents. Young families have chosen to settle in this part of Glenbrook because of the way the neighbourhood IS today, not because it should change. Established families will leave if the neighbourhood if this proposal is not fixed. In addition, the strong sense of community that exists in this area will be eroded quickly with the addition of 4 story buildings. This proposal needs to change- no 4 story buildings at Graham Park!!
- Proposing 6 storey buildings along 37th St, south of 17th Ave is a terrible mistake. It will bring far more traffic, dumpsters and dumpster divers, crime, loss of privacy, and noise to the single family residences across the alley, who live on 36th St and whose backyards would face these buildings. Furthermore, the alleys are narrow and barely wide enough for a recycling truck to pass. How is this footprint going to work? This section from 21st Ave to 26th Ave can't support this kind of density without negatively affecting the existing residents. The city may as well just buy out all the houses on 36th St and demolish them to create a buffer zone. Townhouses would be fine, or mixed commercial with one story of residential above.
- Adding high buildings along 37th st would not be a small change. That would mean going from mostly RC1 bungalows to buildings up to 6 storeys high. That level of densification is just not good for the area. It mean this street becomes a very high traffic street and it is not safe anymore for children. They are too many buildings up to 4 storeys on 45th st for a street that has so many parks where children play. This is a drastic increase in population and traffic that is not in keeping with the community spirit.
- The police station on 17th at 45 is marked as green space. Not sure why there is not densification for adjacent lands to Westbrook School/Vincent Massey/St. Mikes, Killarney, Glenbrook School, to name a few. There is development shown over top of the LRT on 17th Avenue
- same as above, ignoring key redevelopment sites and opportunities is leading to a miss on the scaling out around those sites on your quasi building scale heat map approach. This is all allowing nimby attitude to entrench within the new LAP that is intended to deliver private investment in the community and new housing. I will offer that this new planning approach and scaling is excellent, easy to understand, and provides great flexibility which will allow for a balance between existing residents and creation of more units and community diversity. This will help the long term social and fiscal sustainability of our neighbourhoods in Westbrook.
- Generally speaking, the density proposed is unambitious. Significantly more areas throughout the plan should have the low-modified and low scales applied to them to provide clear corridors and transitions in density.
- The scale map is inconsistent with the approach that has been taken in key areas. For instance 17 Ave SW has mid-scale or higher along most of the corridor. However there are pockets of lower scale without clear reasoning (Suffolk St to 22 St SW, 42 St to 39 St SW). Also the low-modified is mostly only applied to a block in from 17 Ave SW on the

south in Killarney but not Shaganappi. This creates an uneven corridor without rationale other than what appears to be NIMBYism.

- 4 story buildings should not be allowed to surround neighborhood parks. At most MAYBE one side (like a major road) should allow taller buildings. The proposal to surround the park at 45th street and 29th avenue with 4 story development is terrible. 29th avenue and Graham drive are small quiet roads and should not allow 4 storey development. Leave larger development to other larger streets like 45th and 26th avenue. There will be more than enough densification in this area without surrounding the park. Glenbrook residents DO NOT want this park to be ruined by massive densification. "Organic" densification (duplexes etc) that fits in the area is okay but 4 storey development is NOT and the neighborhood will fight it, if this proposal is approved.
- Make all areas Low-modified. Do not make any areas limited. Killarney is a great community and is experiencing prosperity because of its proximity to commercial services and downtown. Do not artificially limit supply of housing by making such great tracts of land Limited in their development potential.
- The area around the Wildwood School and green space should only have Limited buildings of 3 storeys or less.
- The current townhouse community of Killarney Glen Court and area should be a maximum of 4 storeys.
- Greater densification should be along Richmond dr and 37th St North of bowtrail
- Again leave Shaganappi Park limited to at most three stories.
- I agree with most of this map. I am pleased to see that taller buildings are mostly limited to main roads, and I am especially pleased to see that the area around the Westbrook LRT station will be more intensively utilized. However, I don't think Graham Drive and the adjacent portion of 29 Ave should be designated as "Low-Modified."
- The neighbourhood of Wildwood should not be subject to 'Low-Modified' dwellings in any area, especially around the school and park adjacent to Spruce Drive and along Bow Trail, as outlined for the reasons above. The quiet, peaceful and friendly neighbourhood that we have will be snarled with parking issues, increased traffic and will only provide a heavier impact to the green spaces, which are already well used and often overcrowded. Again, myself and my neighbours (who are quite old and can't seem to understand your documentation, and will likely not comment online or by mail) oppose these proposed changes in the community of Wildwood and will continue to oppose your densification projects! We are disappointed and appalled by having these projects continually shoved down our collective throats.
- Reconsider the up to 4 storey allowance at Graham Drive and surrounding greenspace.
- I don't believe the area along Glenwood Drive should have low-modified (up to 4 stories) homes. It is not considered a neighborhood connector. While I am happy to see more small scale homes in the community including duplexes and fourplexes I think allowing up to 4 story apartments on Glenwood Drive would take away from the current beauty of the street that is also my home.
- Why is there not a modified "high density homes" that are not 4 stories high. As mentioned above I think that these streets around certain parks like wildwood school should be an "in between". An example would be to have higher density homes like 4-6 plex buildings, or townhomes that are still maxed at 3 stories high. I cannot imagine how massive 4 story building would look in this area and I think it would be a huge mistake to

do that in the middle of this beautiful area of wildwood. Is it possible to redefine these areas as 3 stores but high density? Rather than 4 story buildings? This would be so much more well received by everyone and also not threaten the homes that would be behind these buildings. It would be a very happy middle ground and would be much more aligned with what wildwood envisions. If there is a “target” of the number of units to increase per community could we not make the lots on Worcester 6 stories? This makes so much more sense as bow trail is so busy.

- 32 Ave between 24A Street and 26 Street SW (Richmond) must be scaled back to limited buildings of 3 stories or less. 32 Ave is not a through avenue and is only accessible through small neighbourhood streets. It is not ideal for the families or neighbourhood to increase through traffic on neighbourhood streets to access 32 Ave for multiple level apartments. This area was developed with small family dwellings and making 32 Ave up to 4 stories does not fit in this unique area. Having a 4 story apartment building on this Ave. would overshadow the houses which are built on the perpendicular to 32 Ave. and would eliminate private spaces in yards. People/families deserve privacy. 32 Ave. should be labeled as residential with no more than 3 stories.
- Increased density along 25 Street SW and 32 Ave SW will permanently corrupt the nature of the Richmond Park community. The Viscount Bennet site is under consideration for development and is shown as green space on Map 2. This is a false representation of what the future of the area will look like.
- No Low-Modified buildings around park surrounding 29 Avenue and Graham Drive. Area not suitable to house four storey buildings, stacked townhouses or apartments due to narrow streets. Would be definite safety concern as increased vehicle traffic would increase pedestrian-vehicle accidents, including with children. Also, mature green tree cover would be compromised and increase in pollution and emissions from vehicles would result. These factors would be very damaging to the area.
- We do not agree that 25th street should be zone as a Neighborhood connector. It is currently surrounded by R1 development and should be considered a Neighborhood Local street. Also the field and development area around CHinook Services school should be R1 with green space to be consistent with the surrounding residential houses and streets in the "wedge". We don't have enough real soccer fields in the area for sports.
- I am concerned about the building scale mis-match along 37th street between 17th Ave & Richmond Rd. would recommend limiting this section to Low-Modified. Owners of the limited properties that these buildings will back on to will have significant reduction in property enjoyment and value if a 6 storey building is blocking light and overlooking their yards. Limiting the step increase between neighbouring properties to one category change (limited adjacent to low-modified; low-modified adjacent to low, low adjacent to mid, mid adjacent to high), or separating larger step sizes across a street instead of a laneway would make the transitions less jarring.
- Why are all areas of 45th, 37th, spruce drive and 26th not highlighted? Instead of focusing development on existing major roads you are trying to create false “connectors” and ruin small quiet neighborhoods and parks in areas like Glenbrook. You have put very little densification near the largest green spaces (Edworthy) and Optimist and instead surrounded much smaller parks like Graham Park-this is inequitable. 4 storey development is not wanted around Graham Park. Graham drive and 29th Avenue are small roads and should remain residential only (under 3 storeys). It is not equitable to eliminate all 4 storey buildings from a major road like Spruce Drive and yet force

development changes on true small street and small parks in Glenbrook. No 4 storey development on Graham Drive and 29th Avenue!

- 29th avenue and Graham drive by Graham Park (at 45th street) should NOT allow 4 story development. Densification through small scale houses is fine but large 4 story buildings are NOT wanted by the people in this area. People will move out rather than live next to a huge 4 story building and the neighbourhood will be degraded overall. Houses in this area have lovely yards which will be shaded by large buildings, as will the alley next to the park and the park itself. Proposing to surround a park with buildings that are 2 to 3 stories higher than anything else in the area is unacceptable. Listen to the people in this area please!! Residents do not want 4 story development around Graham Park!!!
- The 3400 block of Kerry Park Rd SW is currently colour coded as "Limited". I disagree to the potential insertion of a 6-storey building across the laneway from ours ("Low").
- As we currently reside in a higher value property facing the park, we are not keen to have our property value limited or diminished due to a building taller than ours being erected across the alley. This would massively block natural light at the back of the house, plus, a building towering over ours would detract significantly from privacy and enjoyment of home.
- Proposal: Any region on the Building Scale Map should only touch another region of one colour increment lower or higher than itself. Just as Richmond Rd westbound before A. E. Cross has been colour coded to "Low-Modified," so too should the southeastern portion of 37 St.
- I live in the richmond wedge neighbourhood (between richmond road and 33 ave sw). This neighbourhood is currently zoned RC1. The draft building scale map shows "Low-modified" buildings of up to 4 storeys within my neighbourhood. Unfortunately, there is nothing "low" about a 4 storey building. This neighbourhood is not compatible with anything above 2 storeys. There are currently no 4 (or even 3) storey houses anywhere on the neighbourhood streets of the richmond wedge. A 4 storey building next to my house would block my sunlight and my sightlines, ruin the atmosphere of my backyard, and decrease my property value. People choose to live in this area for the quiet and lack of street traffic. These kinds of developments are not suitable here.
- Same as above. Need to force higher density. All corners around LRT should be row homes, at minimum. Already around Shagginappi many corners are just single homes being built to semi's. Follow Kilarney. In fact why build the LRT if higher density not allowed. The community association is powerful to not allow building up but next to the train station they allowed 1 and 2 bedroom apartments. Why? How families live there? I need minimum 3 bedroom. I can buy a row home in Kilarney but not Shagginappi? Why I move my kids for what? There is already people at AFS talking about no development and fight it. Very privileged indeed. I want to stay in my community and not move out far away in suburbs.
- 29th Street for the reasons above. housing on this street should not exceed 11 meters.
- Wildwood is not appropriate for 4 storey developemnt. It is better suited for rowhouses, triplexes and fourplexes in the Low-Modified areas. There is an existing 3 story multiplex building on Worcester Dr that finds a good balance and integrates well into the community. It could serve as a model for further potential development along Worcester Dr.

- The Wildwood population stats provided by the city are miss-leading and do not reflect the increase in traffic. There may be less people because of the reduced child rate per household. However, there is no doubt significantly more vehicles are using the Wildwood roads now than 50 years ago. There are more vehicles per family and more people using Edworthy park today. This fact must be considered in this process. The community does not welcome increased densification at the cost of road safety and community access.
- I feel that more low and mid are warranted along 17ave and 37st. Instead of the low-mid and low. Especially along 17th ave between 37st and 29th st & along 37th st from 17th ave to 8th or even bow trail.
- Wildwood property owners deliberately purchased and continue to invest in the community specifically for the lower density option. If the residents had desired a community offering significantly higher density there are many options available in the city, but we chose Wildwood.
- Has the working group considered the impact to emergency vehicle access during peak hours with the proposed densification?
- The Westbrook working group should consider making the process for attaching alley facing garages to homes much simpler. A development permit to attach a garage to a home should not be considered non-conforming. If the city land use bylaws allow 3 storey homes without special permitting (which we agree with), certainly attaching a garage should also be allowed without special permitting. In addition, the working group may also want to consider living spaces above garages. This is another option for densification, especially for aging parents and loved ones.
- We disagree with a 4 storey anywhere in the community. 4 storeys casts a significant shadow on adjacent properties and significantly increases street parking and traffic. A 4 storey requires a "buffer" between adjacent properties beyond what an alley can provide. Adjacent home owners will likely see a reduction in home values and many may choose to leave our community. The objective of the plan should be to ensure adjacent properties remain desirable to current and future community members while allowing for some densification. These goals must NOT be mutually exclusive.
- The areas surrounding the school/park should be limited to rowhouses/triplexes/fourplexes. A 4 storey across from the school is a significant safety concern for our children. A 4 storey building is virtually guaranteed to increase street parking and traffic exactly where parents are picking up and dropping off children. This proposal needs to be abandoned and limited to 3+ units that provide alley parking.
- I think there should be more flexibility for large scale development on the entire Westbrook parcel. Long ago there was a master plan for the area that would have made it a pedestrianized district with active frontage throughout. We need to aggressively encourage dense development near transit stations like this. Put vehicle access as the very bottom of the priority list and make this a housing hub that people can walk and bike to. It is a sin that Ernest Manning was torn down and the site left fallow for so long.
- Need more density along Bow Trail, 17 Av and 37 st
- No 4 storey buildings around parks and especially not around Graham Park! Surrounding a nice neighbourhood park with a wall of 4 storey buildings is akin to putting a solid wall around it. Neighbourhood kids can not be expected to walk past and through enormous 4 story buildings to get to the park. The proposal to surround this park will limit access from surrounding streets and turn it effectively into a compound. Only 45th

is a true collector!! There is more than a enough highlighted areas on the map around 26th Ave and 45th st, it is not necessary or desirable to have 4 storey development right on Graham park.

- The approach to Graham park in this map (45th street and Graham drive) is completely unbalanced. NO neighborhood park should be potentially surrounded by 4 story buildings - it will degrade the park and the neighborhood. 29th avenue and Graham Drive (west side of park) should remain as-is (no 4 story development allowed) in order to retain connectivity to the rest of the neighborhood and also provide a diversity of housing options permanently along the park. People (including children going to school) commonly cross the park from the Northeast corner to Southwest corner (and vice versa), so 29th ave should remain free of large buildings in order to not impede this access or further shade the alley which already sees large build up of ice and snow in the winter.
- Higher density around train LRT. Does not have to be tall buildings but basement suites and row homes.
- Designating areas surrounding parks in R1 zoned neighbourhoods for row housing, structures up to four stories, semi detached homes etc changes the dynamic of the neighborhood in a negative way. The people of Wildwood choose to live there because the zoning only allows detached housing and they enjoy the density the way it is. The dynamic of the Community Center park will be greatly impacted by higher density housing surrounding it.
- Graham park is not an appropriate spot for 4 story development. Children walk across this park everyday to get to school (Calgary Christian school, Saint Thomas, Glenmeadows). Large 4 story buildings area safety issue and create barriers for children who need to cross these spaces.
- NO 4 story development around parks! Planners need to listen to the phase 2 feedback. You stated in the book that you heard that 4 story development around parks is not supported. This is true of ALL parks, not just Turtle hill. Graham park (29th Ave & 45th street) is exactly like Turtle hill only smaller - it is a neighbourhood park with houses that back onto the park- it should be treated the same as Turtle hill and NOT be surrounded by development. Glenbrook parks are just as important as Glendale parks. Graham park is much LOVED by the community. 4 story development should also NEVER occur where lots back onto a childrens area (29th Ave & Graham drive back onto Graham park). It is NOT safe to have unsupervised playgrounds adjacent to large faceless buildings with countless strangers living in them. 4 story buildings would shade Graham park and playground and create significant safety concerns for children in the playground and walking though the park.
- Low modified housing along 25 Street and 33 ave within Richmond Park Community is "NOT ACCEPTABLE" and is totally against the nature of the community which we have invested over a Million dollars of equity. This would seriously impact the value of our home and retirement.
- As above, four story buildings on wedgewood drive and 5th ave will be a complete eye sores in such a beautiful community like wildwood and will greatly decrease the value of the homes behind these developments for many reasons.
- There needs to be the preservation of single family homes...Again this is far too aggressive. With the way the map is drawn we will literally have 4 story units next to single story bi-levels. Peoples home value will plummet. Builders come in, make tons of

money then walk away leaving us in a destroyed neighborhood. This is not okay at all. its disappointing that the people and representatives of Westbrook would let this happen. Its a quick cash grab to develop an area that is beautiful and well serviced by the current commercial activity. I can see this moving slowly and in areas that are already designated for their usage, but a blanket of changes is too much for now. What's the rush exactly?? Why are you asking for such a quick momentous alteration of the current community standards??

- I suggest the west side of Wedgewood Drive, i.e.e. the east-most side of the park could be built to 4 storeys. There's only 1 baseball diamond in the way and it hardly ever gets used. That way, the 4-story buildings would offer some density and perhaps commercial on the main floor while not shading anyone's established house. By the way, I heard a number of my neighbours say they went onto the previous survey multiple (20-ish?) times to protest the densification. So unless you're tracking somehow you probably didn't get a representative sample.
- Similar to the comments above, putting 'Low - Modified' along 25th Street SW and 32nd Ave. SW is WRONG, and these areas should remain as 'LIMITED', in keeping with 'The Wedge' community
- Too much restriction. Restrictions on building scale is seriously harming our city and driving up housing prices. Reduce restrictions, let the market decide
- The Neighbourhood Connector sections in Westgate - 8th and 10th aves - should be Low-Modified. I also think the blocks east of 37th & north of Richmond could be Low, not low-modified.
- Listen to what the public said in phase 2- NO 4 STORY DEVELOPMENT NEAR ANY PARK!!! Parks should absolutely NEVER be surrounded by 4 story buildings- this is an absolute travesty & the planners should be ashamed of the blatant disregard for a clearly stated public sentiment. Graham park (Graham drive and 29th Ave) is completely surrounded on the map. The map appears immediately after a statement that says “Development four storeys or greater adjacent to parks wasn’t strongly supported by stakeholders, especially around schools or parks such as Turtle Hill.” This disregard for Graham park is absolutely insulting to the residents of Glenbrook. Graham park is EXACTLY like turtle hill except that it is smaller- it is a well loved, well used community space with houses that back onto the park. The same rationale that excluded Turtle hill from 4 story development is true of Graham Park. LOTS OF PEOPLE CARE about this park- just because it is not in Glendale doesn’t mean it doesn’t matter!!
- Graham park (29th Ave and 45th street) should absolutely not have 4 story development around it. You said in the materials above that you heard this level of development around parks is NOT supported, so why would ANY park see this level of development planning?? It is NOT acceptable to simply pick a park and neighbourhood where you will not listen to residents. Glenbrook residents and the residents around Graham park deserve the same consideration as residents around turtle hill. Graham park is a wonderful SMALL park. It can not sustain massive development on all sides!!
- 13th avenue should be low-modified up to the east side of 26a street to integrate with the 5 story Giordano and the new row house developments at the bases of 28th and 29th streets. a 6 story building at the base of 27th Street on 13th avenue does not align with parking restrictions from front-facing driveways as the back alley does not run all the way between 13th and 14th avenue between 27th and 28th street. The building would also constrict the community at the end of the 13th avenue one-way and disrupt 26a st.

- The south side of 17th Avenue west of 37th street should all be low-modified. There is no transition from the proposed 6 storey buildings to the houses immediately adjacent, which are traditional homes. That is a very unsuitable location for such large buildings bordering the houses in Glendale community.
- "Limited" should include 1-2 story homes and not 3 story buildings. There are no 3 story homes in Westgate, Wildwood or Glendale.
- The same as the above point. Especially the crossroad between 37 st and 26 ave. The development of about 180 unit condos is ongoing on south east corner of the 37 st and 26 ave crossroads. So density of population will be increased soon. This will makes more cars move in and out to back alley right after the traffic signal on two lane 26 ave. I am seriously concerned the crossroad will be backed up during the rush hour while many cars are trying to do right or left turn to the alley. I think left turn would be even worse than right turn since it will block the entire road. Since the development of condos on SW corner is inevitable, I think much less scale house should be considered on the remaining corners especially north east side in order to avoid having an overwhelming pressures on the traffic. This will probably be very helpful because it will reduce the traffic load on the road if the road has less traffic stream to the other side. Thank you.
- The highrise/ upto 6 stories development along 37 street is concerning especially since the back alley for these entrances are also the alleyway to single home garages. These should be limited to areas near the subway parks and commercial buildings. Not only does it block the sun because its directly west (especially in the winter when it gets dark very early) the additional traffic into those alleyways impede on the privacy and accessibility of those single homes. Those areas should be devoted to townhouses and duplex developements not condos. Especially on the edge of 26 ave where there is already a condo being built.
- 26th avenue is not big enough to accommodate all the additional traffic from building apartment buildings on it west of 45 street. This proposal does not make any sense.
- The greenspace along Graham Drive in Glenbrook should not be zoned as a neighbourhood connector. It is neighbourhood local. Therefore, allowing 4-storey buildings to be built on Graham Drive or 29th avenue would totally ruin the character of this area.
- 29th Avenue at 45th street and Graham drive are NOT "connectors" and should NOT be highlighted. It is VERY clear on the map that higher income areas (Wildwood by the ridge and Glendale near Turtle hill) are being treated VERY differently than the rest of the neighbourhoods. It is clearly not equitable when there are NO areas highlighted North of Spruce Drive, and yet a small park in Glenbrook (29th ave & 45th Street is COMPLETELY SURROUNDED!!).
- There are too many "low" (6-story apt) areas along 37 street SW. This area could not handle the congestion and traffic if it were all 6-story apt buildings. The area was never designed nor planned for such a thing, particularly at the south end around A.E. Cross school where congestion is already a problem school hours.
- For the most part.
- No comments or concerns
- Richmond Green needs to stay a park! We don't need more housing!! The communities already feel the growth of Currie Barracks. Traffic is only going to worsen!
- We need more green spaces!!! The current traffic flow will only worsen!

- Another draft of bad ideas. Stop with your " progressive ideas". Nobody wants them here!
- No apartments or stacked houses on 37th Street South or 17th Ave. There is nowhere to park. The people who live there now treat the back alley like a parking lot and bylaw does nothing about it.
- The neighborhood of Glendale should be " limited" only and 26th Ave , west of 45th should definitely not be low modified but still limited as with 45th St, south of 17th Ave.
- 17 Ave east of 26 St should be " low modified" (not low). This would provide a better transition into the homes north of 17 Ave in this section of Shaganappi (which is predominantly single family). 6 story buildings are too high east of 26 St along 17 Ave. This would cast significant shadow on nearby houses + not blend into the community style. There is only 1 block of houses between 17 Ave + the community park. Having 6 stories along 17 Ave is therefore way too high between 26 St + 24 St
- Classification of 32 Ave between 28th Street & 24A Street as low modified- 4 story should not be allowed, limited access into/at of area with already horrible traffic management at Richmond Road & 29th Street needs to be fixed.
- No. At the public meeting on the Glendale Development Plan I asked about development on the west side of 37 Strette from 17 Ave to 26 Ave. I was told it would be maximum of 4 stories (or fewer) as measured from the 37 Street level. You have it marked here at 6 stories, which is not what I supported.
- How about you fix existing streets turn up by developers and never repaired properly
- Do not make any changes on 6 Ave SW except add an extra story to small mall at 29 St & 26 Ave SW. Across the street on the strip mall that stretches from 33 St to 34 St add one or even two stories of apartments or maybe small commercial spaces.
- See comments previous questions.
- Again areas around greenspace (45 St, 8 Ave, 10 Ave) should not have increase to low-modified density
- Way too much development on the corner of 17th Ave + 45th St. Low-modified should be changed to limited. No Mixed use at all. Leave the mixed use for 17th Ave. Too much congestion at that corner already.
- There should not be a " low modified" zone directly backing onto limited. There should always be a transition from single story bungalow to 4 story development. Similar to the skyline transition at west end of downtown along 6th Ave. This concept should apply to residential development.
- Stop it all!
- As stated the scale of buildings on 9th Ave and Wedgewood Drive should NOT be greater than 3 stories. This would result in overcrowding had large depreciation of house value to the homes surrounding that have already had large investments put into them. Please consider the scale of buildings on these two streets
- Indifferent. No opinion
- I would love to see more height (mid-rise transition) along Shagannappi golf course, both to the SE + highway. Also, midrise along 17th please! There's a lot of 1-storey currently with a lot right of way that feels to detract from the feel. Lastly, is there an opportunity to [illegible] lines for direction on the paths in Shagannapi park?
- Mostly right, except that there is a really no place/desire for high buildings (.12 storeys) and anywhere outside downtown and Beltline the existing towers where a mistake, but

don't use those as the unexcused to repeat that mistake at Westbrook mall instead up to 12 storeys is just fine having a large impact already.

- The only thing I found sad about that, it's all being houses...renting affordable housing should be considered. People with money love their local coffee shop and restaurant but people who work there love not to have to commute 45 minutes to get to work. They need to be able to live in the neighborhood too.
- 37 St southwest plus 26th Ave has become one of the most dangerous corners in the city. Also 26th Ave plus 29th St SW. Doesn't need more density.
- Westgate is a family oriented community with single family homes-many close to renovate so they can stay in the community. Walkable-kids can walk to local schools.
- More low- modified- low buildings around Spruce Dr.
- See above all proposals for densifications plus destruction of natural areas example Spruce Dr should be abandoned, as it is anti-environment plus opposes the character of our communities.
- please see my response to your previous question
- yes, but too many high rises! Stop developers from trying to "up-zone" a lot to put in more houses than are allowed. It is happening all the time in our community of Shaganappi.
- Delete the low building scale designation on the north side of 8th Ave southwest between 37th St and Poplar Road
- Along Bow Trail, it should be low modified on both sides as it is currently. There are residents that back onto these roads and they should not be overshadowed by buildings that could be up to six stories high. Additional I stated in the question before the area cannot accommodate the high density of a possible six story building because of narrow roadways few access points and definitely not for parking. This would greatly disturb existing residents with too much traffic congestion and noise.
- Low modified & low must be kept to main roads like Bow Trail, 37th St, 17th Ave. Mid and high must be limited to intersection, LRT stations, shopping centers + opposite over or adjacent only.
- Glenview Dr and Georgia St should be limited not low modified
- 32nd Ave southwest it's not a good place for apartment buildings because it will make the neighborhood too enclosed plus homes would have no privacy from them.
- Although stakeholders specifically do not support development of four story or greater along parks or add adjacent two parks, the map shows park specifically designated as low modified even though surrounding areas shown as limited. Streets along these parks are in fact narrow, and do not support heavier traffic. For example the park bordered by 45th St (larger connector street), 29th Ave SW + Graham Drive (both narrow residential streets) is shown as low modified even though surrounding streets not adjacent to Parks plus some of which are wider are limited use.
- All regions look fine, but more low and low-modified in the areas right near 17 Ave would be better. 17 Ave should have low or low modified for two blocks on each side.
- once again, the city fails to listen to those who will be impacted by the densification plan. Driving out single family residents to accommodate developers and people who want high density is disgusting. BTW, these high density developments are not low cost 700,000 to 800,000 for a ½ a duplex or 1 unit in a three or four unit low housing. Just because there is bus service down 45 St doesn't mean the city should drive out single family residence by making it a high density zone.

- low and mid designations along 47th St- again, this is too many people/cars/commuters, people driving kids to school along 47th which is already a speeding zone do to people avoiding the school zones on 40 45th St, and exiting onto 17th Ave rapidly via speeding along 47th. this must be addressed before any development 4 story, or more is approved there.
- For the same reasons as above no parking. High density does not need to be built so close to single families homes which is the preference for this neighborhood.
- Put in more traffic circles. Try to develop roads that reduce traffic volume, Traffic jams. Increase off bike friendly roads. Richmond, 17th, Bow handles too much traffic-this will only get worse.
- Too much low modified along 45th in Glendale. keep Glendale RC1 please!
- See comments above. Also the park in the wedge is currently surrounded by houses the change this two new range of housing is not what this park needs. this is a quiet residential park- not in an high activity street.
- See above. However no info solar rights anywhere.
- Richmond Green needs to stay on a park. We don't need more housing. The communities already feel the growth of Currie Barracks. traffic is only going to get worse.
- We need more green spaces- removing the Richmond green space is wrong! The current traffic flow Situation will only worsen! Area already has enough density due to Currie Barracks!
- I feel the city has not taken into view the traffic flow through this area I see no other proposed for upgraded intersections- in the area. Why would you remove a park... It is stupid
- no caps another map showing proposed and existing bike lanes and sidewalks. Would be helpful? I strongly support bike lane and sidewalk enhancement/ prioritizing, along with safe and efficient Rd crossing opportunities/ facilities (e.g. overpasses, crossings with lights with priority given to active commuters, etc.)
- Should be yes
- Along Bow Trail, it should be low modified on both sides as it is currently. There are residents that back onto these roads and they should not be overshadowed by buildings that could be up to six stories high. Additional ask stated in the question before, the area cannot accommodate the high density of a possible six story building because of narrow roadways few access points and definitely not for parking. This would greatly disturb existing residents with too much traffic congestion and noise.
- Could add more "low-modified" buildings in to plan.
- This is a reasonable approach to perhaps increased density in my community. Shadowing on neighbors behind would be a concern. Impact on their quality of life + enjoyment of property
- Change scale to limited around Wildwood school/ community hall. Preserve as park/ open space. We do not want to go to the park and see a large building looming over the space.
- Getting closer but still too much high density housing proposed.
- Please consider lighting and safety. The installation of security cameras and police presence with increased transient + homeless individuals.
- 45th and Bow Trail on the south side has a small shopping center. It is not high-> 2 stories max. It is small unlike the LRT station in Westbrook. Should be considered low

directly across Bow Trail is with too much larger buildings four stories which could be considered mid

- Low modified: allow mixed-use retail/restaurant at grate near busy streets (Bow Trail)- more neighborhood amenities.
- I do not want this amount of development in killarney please keep this development to 17 Ave + 37 St
- More areas with mixed- use buildings would be great!
- Why is Spruce Drive exempt from 4-storey buildings (other than that Wildwood is probably the wealthiest area in here).
- As indicated, only limited type zoning around the Wildwood school + field. This includes Wedgewood Drive, 5th Ave, the 45th St portion.
- Comprehensive planning sites is too wide open. Residents have no idea what that might entail in the future
- Should be all single family units inside the community.
- Same as page 11 really
- Remove the low modified and low zones from 26 Ave, 29th St SW, and 33rd Ave SW. Remove the low from adjacent to Richmond Square. These areas should be limited (designated as limited).
- I particularly appreciate the few small pockets of low modified buildings around park areas and not directly adjacent to a busier road.
- Invest in parks fixing+ widening streets, traffic calming, community centers versus cash grabs like commercial development and high rises in neighborhoods where there is no demand or desire from residents. [removed]
- Suggests plan it's too dense along 51 street from 26th Ave to Richmond square. This street is a bottleneck and, as is, attracts traffic that has nowhere to exit area, do to Shaganappi Trail. The "low" (6 stories) maybe better replaced by "low modified" (4 Stories). Proximity of 2 schools adds to density, traffic. 51 St has ± 225 person seniors campus as well (Shalem) Who used the street and green areas. As is and would be hampered by higher density.
- Again, I don't parks/schools should be completely surrounded by four stories or less (low-modified). Also there is a wall West of 45 St on the north side of Bow Trail, - is this a good spot for low-modified? I am not sure.
- Westgate community along with other older communities do not have the space for 3+ unit homes.
- Again, overall correct but building heights adjacent to Wildwood School + Community Association Lance should allow for no greater than three stories in height to avoid "boxing-in" the area + distorting the scale of surrounding homes in the neighborhood.
- I bid.
- Nothing above 2+ story, unless vetted through 2 community.
- People work hard to afford the house rated R1 and to enjoy their residence as a single family dwelling on the lot they purchased and paid for.
- No multi family homes within the area of communities- nothing over three stories. If absolutely necessary limited to near commercial areas already established.
- Don't really understand difference between page 11 and 12
- I am appreciative that the initial 3+ story proposal was removed from Spruce Drive how however we are still seeing 45 St + surrounding the Wildwood school Parkland still involved for low modified buildings. This is a big no no + well disrupt the community feel

that the that these older communities bring. Low modified up to high buildings should be placed along Main Street such as Bow Trail which are close to transit shelters + make sense on a density standpoint. I do not understand the need to further than densify the city. We are seeing that occur in the downtown area and the downtown core which is great there comes a point where we go over border densification and forget our roots if we need to build anything greater than 3 stories, we can do so along busy more populated St such as 37 St and 17 Ave + Bow Trail.

- Too complicated for me to comment
- I am in favor of this.
- The area around Graham Park should not be classified low modified.
- Extend the deadline
- Whatever happened to the completion of the 3rd lane on the south side of Bow Trail between Sarcee Trail and 37th St SW?
- My biggest concern is Westbrook mall and its surrounds. When I move to Calgary in 1982 I was the mother in a young family. The nearest mall Was Westbrook Mall but I found it too dingy and depressing to spend time there when I wanted to shop indoors with or without my children I chose market mall for this. When I moved it was to the northwest quadrant of the city. Now 40 years later as a senior I live quite close to Westbrook mall I find that the density in my area has increased markedly, as has the ethnic mix of the population. Both of these trends are continuing, and I consider both to be positive. Unfortunately, the nature of Westbrook mall has not changed. There is tremendous potential here to increase the size, space and appeal. The mall needs to be larger filled with light to have comfortable seating areas with natural foliage, as staffed children play space appetizing restaurants and businesses that will attract many different people. Busy, potential noisy areas must be separated from quiet, restful areas. A wide corridor that forms a circle would provide space for indoor winter walking as well as increasing business space. It could attract a variety of potential customers who range in age, income level and ethnicity, for an appealing, inclusive shopping mall experience. The city could subsidize entrepreneurs, or groups of entrepreneurs to help them get new shops established and stable. How about a music store that gives music lessons a kitchen store that has cooking classes, I yarn store that teaches knitting, crocheting, macrame, weaving? As toll could be for different farmers in the winter and crafters and artist in the winter. A local theme or subtheme would be unique. A climbing wall or other activity that is associated with the mountains or the river would lure new people to the mall to try new activities. Uh hi apartment building attached to the southeast corner of Westbrook mall which increase density in an acceptable place. It would also bring residents directly into the mall, tremendously increasing the number of mall customers. Not only would this be attractive to the retailers, it would strongly encourage new restaurants, bistros, even brew pops to establish themselves at Westbrook Mall. Calgarians would be attracted to live in a place where they could shop, eat and enjoy leisure time without having to go outside as well as be very close to the C train. The lands South of the library and see train need not be an eyesore. Vac and land is precious especially as density increases, but it needs to be user friendly. Considering the restaurants in the immediate area the people using the C train and those who are using the library there is a great need for an urban park for a walk, arrest, a place to read, to contemplate nature or to enjoy a take-out lunch. Add the residence of a new apartment building and the need becomes acute. As well as the existing path to the C train, we need mentoring paths, bushes, zero scaping with natural vegetation including

wildflowers, a pond or fountain and many trees with a variety of spots to sit alone or in a small group. My vision is of attractive, varied, interactive indoor and outdoor space come on something that I think is lacking in Calgary. We need an area which appeals two residents at all stages of their lives, is wheelchair, blind, deaf and sensory overload friendly. The Westbrook mall area could demonstrate how to prepare for a future in which there are more seniors and fewer cars. I strongly believe that this is our chance to get Westbrook mall and its surrounding space right not to do so would be a terrible loss of an opportunity that may not come again. [removed]

- Graham Park in Glenbrook should not be surrounded by 4 Story buildings! There would be too much traffic, and this is not safe.
- I think so... "you continue to get the draft building scale maps correct..." Depp vs. Heard joke
- Are any of these rental units? Older homes used for rental are being taken down. Are rental units being replaced?
- The height of the buildings continues to grow, moved to three stories with a setback of two stories. Now, magically has grown to six stories!
- Eliminate the low modified plan for the area around 26 avenue, 45 St, 29th Ave, Graham Crescent. Please don't build high density (low modified) or mixed-use buildings so close to all of these schools!! Traffic is already a problem.
- Again, you concentrated on placing multi story homes on the best places/parks in a neighborhood, essentially shutting out the views, accessibility, etc.
- Much better than before but I am still concerned about housing changes in the Wildwood area. The traffic around the Wildwood School specially 45 street is very high at certain times of the day. Adding more housing would be unsafe. I thought Wildwood was R1, when was this changed?
- In between 17th Ave and 26th Ave the building should be limited to 3 stories or less as it is now
- Rosscarrock community needs cleanup as crime is a huge problem.
- Area- brain injured buildings-> Spruce Dr- should not be low modified. If the area is to change from one level buildings, I would like to see 2-3 level subsidized apartments for seniors-> Calgary has an aging population-bus routes access while maintaining green space behind.
- Feel like too much is being added to this area- do all these buildings include parking of some sort for the residents? It adds so much more congestion to our neighborhood than it is frustrating.
- Far too much is being allowed- I already hate driving through some of the areas (45 St and 37th St) as they are so busy. The plan also seems to push public- one example a family with children in activities do not use public transit to get to most of these events.
- There should be no multistory dwellings on inner city residential streets!! We need more green space!! New development encroaches on current privacy- increased noise, transients, crowding. Parking is an issue. What happens to existing schools?
- Watch that you don't create what looks like tunnels of homes along traffic routes. Look should be redefined to four stories (not six) so that these buildings flow from the three stories allowed in surrounding community. Higher buildings will overshadow existing neighbours.

- While I think it's a good idea to keep a lot of small scale housing, and practically all the green space, the block currently occupied by the mall has more potential for high-rise buildings (apartments with shops?)
- 17 Ave SW and 37 St SW could be mid instead of just low
- Your plan for 4-26 storey buildings on 20-30% of the land in those communities will overwhelm the areas. Killarney is already a disaster with all the infills that have been approved without regard for parking issues or service upgrades (water / sewer) that are very obvious current issues
- How much expansion can City of Calgary allow considering our water supply is decreasing with melting of glaciers and hotter drier seasons. Need more green space / garden spots for the huge # of people
- 26 Ave is not the place for "low" buildings. 6 stories is too high for a residential area
- I think the area along 32 ave should be "limited" - maybe it could be revisited when Viscount and Richmond Green are developed. The intersection at Richmond and 33 ave and 29th is hard to get through at times. But 32 ave could be a good place for low modified because theres lots of parking. Depends on what happens nearby with traffic
- Putting low modified along 25th street and 33 ave is wrong. These areas should remain "limited" in keeping with the rest of the "wedge" community
- The park at 29th ave and 45th street should not be completely surrounded by larger (low modified) buildings - it is the only park on the whole map that has been singled out this way. While 45th is a connector, the other roads are not. It is absolutely unacceptable that 29th ave and Graham Drive have been identified for possible 4 storey buildings - this is not reflective of these streets, or the park. The park is smaller than other parks (like turtle hill) and has no community services (pool, community centre to warrant increased density
- It is completely unacceptable to increase the height of homes along 32 ave SW in the Wedge. Townhouses and increased density, traffic and on-street parking is not welcome here. We don't support the City's tax grab plan
- Block area on 45 st to 47 st should stay as 'low', up to 6 storey is more than enough. Mid up to 12 storey is too much. Current building AMA fits well into the community. Limited access to enter and exit Westgate to 17th ave makes a large density development in that area a traffic nightmare
- It appears that "low modified" building would be allowed on 32 ave SW? What is the proposed use of the green space between 32 ave and 33 ave?
- There appears to be an inconsistency between the classification of part of Georgia Street and Glenview Drive as Neighbourhood Local on the urban form map and as low-modified on the draft building scale map. Although these sections are close to the 45th St station, the area south of the station is very different from the area to the north. The houses are generally bungalows and 4 storey buildings would not as 2.2.1 of the LAP says "sensitively intergrate into the community". Further, such development would not "support privacy" and could cause shadowing impacts (see 2.2.14). Having four storey buildings next to bungalows would not be consistent with scale transition (see 2.3.6) Georgia St and Glenview Drive are narrow. Four storey buildings would not be appropriate to the width of the street (2.4.1.2 (a) (I)). Due to the proximity to the 45th station, these streets could be suitable for development as discussed in 2.4.2.3 section 2.5.2 (I) recognizes a minimum height of 2 stories. This would be reasonable in these streets. At page 39, the LAP recognizes the proximity of the 45th station to "low scale

residential". This area is "envisioned to be of moderate activity and density compared to the other [LRT stations] in the plan"

- Before any taller (3 or more storey) buildings are approved, the impact of shadow on nearby properties should be studied. No one should have to live in the shadow of the city's density goals. We want livable cities, not depressing cities.
- Low modified buildings are allowed to extend too far south along 45th street, south of 17th ave. They should be allowed at the corner only. 45th st is not a large street as other connectors on the map, and goes right through the residential community. Also, the development surrounding the park south of 26 ave and 45th street is too extensive. Should be more open access for all.
- No to 4+ storey buildings around park on 45th st between 29th Ave and Graham Drive SW
- I love the idea that I might actually live close to good restaurants
- I am surprised that the area around 45th st LRT has a single family homes only 2 blocks away. This is a waste.
- There should not be low density 6 storey buildings on short blocks (eg: 24A St SW opposite Shag Park). Keep that the same as is in our current area plan of 5 storeys. The blocks are too short and already densified enough with infills.
- As above, buildings 4 story or less would contribute greatly to traffic safety concerns in area of high pedestrian usage due to schools and athletic parks. This is an area of high urban forestation, which would also be greatly negatively impacted. 4 story would greatly impact privacy issues, noise and parking concerns of primarily bungalow communities. They would back onto single detached, semi detached homes acceptable here but not 3 or more units due to above mentioned concerns.
- I live on Georgia St SW. The plan should allow low modified only on 17th Ave - NOT halfway down Georgia St SW. This would wreck the whole block. All of Georgia St should remain single family residential. Please change the plan to reflect this.
- It makes sense to have 17th Ave SW more built up between 26th st SW (East) to as far as 45 St SW (West) because it is a proper east/west transit corridor. This doesn't apply at all to 26 Ave SW because of what I mentioned in topic 2 re: route changes.
- Look at Glendale vs Glenbrook and Westgate. We ALREADY have a lot of build up. 3 and 4 storey buildings will destroy the land value of the neighbors. I garden. You will destroy that. Why are you picking on Glenbrook?
- No more density. I need to see an impact statement on how this will affect Wildwood.
- Low modified around parks is not appropriate. There is potential for increased traffic creating safety issues for park users. The same applies to schools. No where in the document for the plan is the potential for shading discussed. on page 6 the title should be how is street will evolve over the next 30 plus years.
- The traffic along Worcester drive is already condensed as the parking challenges while the city said there would be adequate parking for the affordable housing built there. There are frequently cars blocking garages and exits to fences as well as contractors for the site that are doing the same things like this would not only be exasperated by adding additional four story buildings especially as the street is significantly more condensed with the sound break than other areas. The area around Wildwood school would also have traffic issues already. Both of these areas should be limited instead of low modified.

- 45th St southwest, 5th Ave southwest and Edgewood Dr SW should be limited instead of low modified, increased density results in traffic and safety problems. Children are less likely to use the park where traffic increases and there are already major traffic safety issues around Wildwood elementary school.
- Spruce Dr SW, 45th St SW, 5th Ave southwest, Wedgewood Dr SW should not be further developed. Traffic and development will negatively impact the Wildwood community as there are traffic concerns with limited access to the community already. Although it was noted that investments and review of biking and pedestrian infrastructure would be done for safety, this would come at the expense of additional bottlenecked traffic. More stress and quality of life and subsequent impacts [negative] would result with minimal and no added benefit there is no need to develop existing greenspace IE spruce Dr, which positively impacts and promotes health and well-being noise and traffic our negative health outcomes attention should be devoted outside of Wildwood. Better investment elsewhere IE cleaning up crime in killarney and around the train station.
- 40 5th St southwest, Graham Dr, 30th Ave, 33rd Ave are not connector streets. They should only have limited status, just because we have some green parks doesn't mean they should have radical changes to big buildings and high density. Shame on you for these suggestions!
- No. Three and four story buildings are huge in an area of bungalows and duplexes. Leave Glenbrook out of it. You want to give us bad traffic, crime, density without the benefits of downtown life. People will be driving more to get groceries etc. Glenbrook has lots of population density in the southwest end of it already. Why not add more there and give homeowners fair money for these houses.
- We need inner city areas to be places for families, older folks that want to be in their homes to remain. Too many of these low modified, low and mid buildings are again creating too much congestion. Leave it be. Leave green spaces that have been around for decades alone!!
- Map 1 - shows Georgia St and Glenview Dr as neighborhood local.
- map 2 - now shows the beginning of Georgia (corner of 17th) as "low" (six stories or less). also shows part of Georgia up to Glenview Dr as "low modified" (four stories or less). and then one side of the streets of Georgia / Glenview Dr as low modified on one side. These streets are presently bungalows. If the above changes start to occur the neighborhood would be dramatically affected. The scale of various building heights would cause shadowing and blocking of natural sunlight. These changes would also cause higher traffic due to higher density. These streets are too narrow to accommodate this.
- I don't particularly like the low coding in Wildwood just off of Bow trail on 45th and between Spruce Dr in the Wildwood community. I think it will congest an already busy intersection.
- Please no low modified buildings around park surrounding 29th Ave and Graham Dr area is not suitable to house 4 storey buildings, stacked townhomes or apartments due to the narrow streets. Would be a safety concern with increased traffic flow causing accidents with elderly and children. Also mature green tree cover would be compromised and increase in pollution and emissions from vehicles would result. These factors would be very damaging to the area.
- In the same way that the Turtle Hill area had their higher density designation removed in phase two of this planning process, please redefine the Graham drive park (GBK -610)

And the 29th areas as “limited” instead of “low modified”. This area has some of the most desirable single family home lots in the area and owners have purchased here for that reason and due to the relative affordability of the homes with the excellent access to amenities including downtown.

- Keep housing “limited” around the Wildwood school area and park. Before more housing opportunities can be put into place in Wildwood, some major traffic calming strategies need to be put into place. Our vehicles were hit two times last summer! We live on 45th St in Wildwood. The first hit resulted in a completely written off vehicle and new major car payments for us. Thank God no one was walking or when our sports utility vehicle was pushed up and across our sidewalk. It would have been a disaster. The second time our car was hit it was a rental! We need massive creativity and forward thinking to manage the speed at which vehicles travel in our neighborhoods! Manage and fix this before any more houses are built in the neighborhood!!
- We need park space. Citizens wants to live in one story bungalows. The split level (1.5 stories) still blend in with the neighborhood. We do not want row housing at all. This has happened in spruce Cliff - the community objected.
- Again no commercial buildings or higher density housing should be built around the schools (8th and 10th Ave) and 45th. Where are all these people going to park? Then there is no access for parking to use the parks (baseball / soccer).
- Bungalows are very special for the older population. No stairs. Don't pull any of them down. What about two and three, I don't understand! Totally different
- One looks at the maps and sees an inconsistency with map one. Where?? Right on the corner of 45th and 17th Ave again. The map on page 11 doesn't show the street of Georgia having four story buildings on Georgia (yellow) but on page 12, it shows the pink and white stripes. Going down and on Georgia. Would there be a mistake? As well, across the street the mid red block building up to 12 stories. This corner seriously cannot endure, it's too small. Do not build near this corner.
- Why shaganappi is trying to stay low density
- Four story development around Graham park is way too dense. Too many back-to-back blocks proposed. Graham drive and 29th should be neighborhood local with small scale houses only. Too many six story development in Spruce Cliff near Cedar Crescent. This area should be max four story, close to ridge and a school. Bad parking there already.
- Take out “low modified”: 1) 45th St SW N. of Bow Trail, 2) 5th Ave SW E. of 45th ST, 3) Wedgewood Dr. Totally unsuitable (school, traffic, safety, wrong place etc.). Read comments on four plus stories in phase two of what we heard.
- No. Complete closure of park 45th, 29th Ave and Graham Drive with low modified!! Street not wide enough for two way traffic. Higher density around schools - elementary, Saint Thomas Aquinas on 26th Ave, Glenbrook school on 33rd. Don't lose Glenbrook. Keep it small scale/limited. 45th is a bus St, so is 51st but good route - easy to walk two stops. Traffic reasonable. Two way traffic. Six story buildings all along 37th? At least a Boulevard. 29th street is not wide enough for “low” and “low modified”.
- New parks and green spaces need to be created, none are shown. Greater density needs more spread between buildings.
- Density and higher buildings really need to be restricted to main roads/transit hubs. Some very quiet side streets are marked for a higher buildings that are completely incompatible with the current nature of the streets (ex. Graham Drive) . Please actually listen to residents come, these communities are our homes!

- Better- the City needs to keep some areas as R1 with less density. We invested a lot for a home in Wildwood for exactly that reason please keep it as is- quiet family area with nice people, yards and green spaces.
- Allowing multifamily buildings to be approved anywhere/everywhere is completely unacceptable. There is a huge difference between a 3 story single (R1) family residence and a three story condo. Parking, traffic, stress on sewer lines, effects on the environment/ animal corridors, shadowing of other properties, effects of property values, etc., etc. My community needs time to gather feedback from our community. July 14 is not enough time. An extension is necessary. The public consultation has been a farce.
- Wildwood is a beautiful and desirable neighborhood to live in... property taxes reflect this. It does not need to be littered with houses around a school and open space!
- Low modified is excessive for the green space bounded by 45 and Graham Drive. 3+ Units maybe but not 4. same applies to the entire block east of 45 and South of 17th Ave. 3+ along a collector makes sense but to intrude into surrounding residential area is too much.
- Graham Park in Glenbrook should not be surrounded by large 4 story development. 29th Ave and Graham drive are quiet roads and should stay that way- these roads are close to 26th Ave so there is lots of development proposed nearby already. Please do not develop around Graham Park!!! No large development around any park that currently is all small residential.
- It maybe "right" in that it accurately reflects the City's plan but it seems to allow more larger buildings and heavier population that what we now have how does this improve quality of life?
- Your maps are too vague-this is a [illegible]. How much is this costing? Sure seems like City Hall has been taken over by developers who want to make money.
- Increasing density around Westbrook Mall significantly increases citizens' concerns of added crime, safety, and traffic. The 2 areas that should instead be connected to green spaces are: 1) the northwest corner of Bow Trail and Spruce Drive SW. 2) the area on 17 Ave SW between 33 St and 37 St SW.
- I live in Wildwood and there needs to be an impact statement done to be able to answer any of these questions appropriately. If the City of Calgary hasn't done an impact statement on how these proposed developments will affect our neighborhood and Edworthy Park, then this needs to be done first. If the City doesn't want to do an impact statement, then our community will do it. Wildwood has an advocacy group. You can contact them to talk about this.
- As above, green spaces would be most suitable compared to development at the NW corner of Bow Trail- Spruce Drive and the area on 17th Ave between 33rd and 37th St
- Are any of these high-density building proposals going to be used for low income or public housing? They should be.
- More density in Rosscarrock area seems to make a lot of sense. The access to shopping, LRT and the downtown core are well-positioned to people who live there. Corner lots near parks (especillay corner lots near park locations) may also be good for high density because parking can be accommodated by parking on 2 sections of intersecting streets.
- Yes this looks good appropriate density on "connector streets" such as 45 St, 17 Ave SW & Bow Trail- Note: the "draft urban form map" should be altered to better align with draft building scale map particularly around 8th and 10th Ave SW.

- See comments above. Building scale doesn't address page 18 exclusions. Currently, the stacked or side by sides already built are eyesores and monsters engulfing the smaller styles character of historical beauty. You will decrease diversity if targeting younger crowd by your existing plans. Plus, congestion is a growing problem not addressed by anyone anywhere in any of your cities proposals to the community. Your plan doesn't do it either. Many will move out due to forests not because of your plan to keep them there. Very sad. Please don't think or judge us as being none progressive or fearful, your plan is not inclusive and deliberately fails to address many hard-core issues, concerns and needs. Is that fair???
- Other than where they are placed- new buildings must take in account the [illegible] on [illegible] homes
- It is rather noticeable in greater Calgary: alcohol, cannabis, or tattoo shops are everywhere don't really consider this a great draw, very limited.
- I think the commercial use and that turns bolt rail is appropriate but should not extend west of 45th (Behind the church). I also support all parking for small scale homes be inside the structure and not on the street. Also are there plans to fix all the sidewalks and [illegible] old trees?
- Please don't allow over three stories within the community it's too high, too many cars.
- I think this draft map has it mostly right. I would prefer to see low modified buildings boarding the south side of Bow Trail from 45th St east to 37th St. if low buildings of up to six stories are to be built, I would very strongly recommend underground parking be built for residents it's, and that gravel always be paved to better weather increased vermicular traffic.
- The east side of Glenwood Drive and the West side of Glenmount Drive should be allocated as limited and not low modified. These are small, narrow residential streets not capable of safely handling increased traffic apartment buildings. This would apply between 17th Ave and 19th Ave. 17th Ave between Glenside Drive and Glasgow Drive would be a good place for mid usage due to access to transit, commercial properties and access to main driving routes. All of 12th Ave should be zoned as mid between 20 6th St and 33rd because of access to transit, commercial property and main driving routes.
- Except for low modified on all four corners of intersections in a residential neighborhood.
- Do not add the small-scale homes. Are the concerns of current residents even being considered? If so, please provide details.
- Less 4 story buildings around parks it is unpleasant to use a park and have tons of units staring down at you. City services like tennis courts in the inner city are already busy and hard to access, this will make it worse.
- Graham Park Should not be surrounded by 4 story buildings- 29 Ave and Graham Dr should not allow 4 story. keep four story on main roads like 37th Ave. Having 4 story all around Graham Park We'll call safety and access issues for the park (kids) and huge traffic concerns for the intersection at 26 Ave/45 St (which is at school- therefore more safety concerns). Also Spruce Dr and Cedar CR should not be 6 stories. There is a school there and the potential to trigger slope issues.
- 36 St, west side, low modified zoning since it shares alley with 37 St
- No 3 + story @Wildwood School area. Too high. 2 story max would be more context in this location
- Spruce Drive from each end of Cedar Crescent should be kept as is. No higher buildings please. that park north of Spruce Cliff Downs is well used and beautiful.

- Nowhere in Wildwood. Reasons: higher density will have a negative impact on wildlife, aging sewer and water lines, crime, traffic, the safety of children in the neighborhood, parking common noise, property values. where are the studies you have done to show the impact on these things? No studies, then no development!
- 26 Ave building types should remain more neighborhood local between 26th Ave and 17th Ave. There are a lot of established homes here and a major increase in density does not align. Add boulevards in center off 26th and 29th streets between 17th and 26th Ave to add greenery and interest -> add wall marked pedestrian crosswalks. Encourage specific types of businesses to increase access to residentially focused and amenities example cafes as small fitness studio dog daycare.
- You have more crime in the area. homeless are living at Bow and 37th St. they [removed] in the lane. they make mass of the garbage. contractor fence is laying in the lane nobody fixes the lane big holes.
- I think Bow Trail and 37th St SW should be limited to low-modified, the areas already bombarded by two tall gas station signs.
- Low modified in most areas should be no more than 2 stories, especially existing neighborhoods.
- My husband had a great suggestion what if 4- story developments could only be approved if a 3-story (or at least 2-story) one were already beside it?
- No. You did not allow any area for bungalows. No one wants to live next to a three story monster and have your neighbor see your every move!!
- 37th Ave should be low-modified to limited. 6 stories too high! Keep primary residential small scale homes character.
- Low modified along Wildwood School (45 St and 5th Ave) well completely changed the community feel in that quiet green space area. The mid building shown at intersection of Bow Trail and 45th St southwest corner it's not appropriate. The reason being is that the intersection has Wildwood School to the north and three schools just south. This is an already busy and dangerous intersection with a lot of kids crossing- a pedestrian bridge might help.
- Sort of but less low 6 stories or less yeah. If people want roads, to live in these six stories then they can move downtown. Killarney is our old neighborhood and you are taking away all the history of it. I don't want all this multi-level buildings.
- No- these buildings are too tall, way too tall, for residential. Just think a four, 6, 12 story building beside your property and looking down in your yard. Think of the pollution of all the gas venting, dryer venting. You are going to want alley access for these buildings and that is not OK.
- Up to 12 stories on the side of the AMA (17 Ave/45th St) is too large and will create traffic chaos as well as is not appropriate for a community like Westgate/Glendale. Westbrook mall site should be all 26 stories; it is a shopping center with C-train and major roads and should be high density.
- I am not opposed to building along 17th Ave SW however the expansion of multi low modified along 45th to Grove Hill Rd is unacceptable. 45th street is very busy now that it has been denied access to Glenmore Trail. people come up to 17th of then head South on 45th. Plus there are schools that feed off/on 45th St. Adding low modified building will only make traffic crazy!
- Building scale adjacent to Spruce Cliff Park should be limited to low-modified to keep the open space and bright light conditions especially when sun is low in the sky similar

concerns at the green space adjacent to Killarney pool- it could feel like a courtyard, not a park- should be law-modified.

- West of 37th St north side of 17 Ave a higher building scale should be designated.
- The green space she probably use was excellent.
- Increased housing around Wildwood school, 45th St-> increased traffic-> increased danger to children at school and park. OK traffic already presents danger to children, bikes, pedestrians. Again, renters do not have personal investment in community. Existing properties have green spaces and trees-> what happened 2 Gondek's Climate Emergency? Houses and concrete do not contribute to healthy environment.
- Small building should be kept for safety reasons and for children playing besides who would not want to see 4 story buildings with large traffic coming up and down narrow streets that could cause lots of accidents around park areas.
- WRT Wildwood: similar to above comment opposed to low modified around Wildwood school queen space due to traffic congestion and most importantly safety for children! S/B "limited" two small scale homes.
- Clarify what you are proposing. Why can this not be clear. Smees like a misleading approach to me.
- You are turning Westgate into Altadore!
- You show 6- floor max. on 27-29 St and 12 Ave [illegible]?
- WRT above area even 4 stories would compound above mentioned concerns. As well as schools and parks area containing a bike pathway so parking also a problem. Areas like Marda Loop demonstrate the type of visual pollution and destruction this type of development produces. Unpleasant to drive, walk, park in. Again, simply too dangerous given the number of schools and children in area. In Killarney, crime rates have increased it seems with increasing density. There are already so many near accidents I have witnessed, car versus car, car versus bike and car versus pedestrian that to increase density is too likely lead to real tragedy.
- No. Get rid of flow modified and stick to two stories or less. Nothing at all near parks. Three or four stories ruin their neighbors' views/yards and doubling density on non-major streets is already too much. You want to ruin Glenbrook [illegible] downtown.
- Parking and adding cars is a terrible idea- stop doing it. Honor the existing home owners-they bought into R-1 for many reasons. Leave it the way it is, consider the extremely high tax we pay and don't change the very reason people bought into the neighborhood.
- Mostly... I am not sure buildings up to four stories are appropriate surrounding a school/field. This area (Wildwood) already has issues with traffic (speeding through playground zones not fully stopping at stop signs, etc.). Traffic safety issues in this area need to be addressed/solved before any density is added.
- Local buildings are 2 stories or less (one really). You are ruining the land value of houses whose yards will be completely bottled out by your monster infills. If you think Turtle Hill is off bounds the other parks should be 2 by the same reasoning. 45th street is a beautiful St for biking don't build up on it. It also has lots of speed zones. Don't treat it like the new 37th St.
- In spruce Cliff the area on Spruce Dr between the 2 entrances to Cedar Crescent, And all of Cedar Crescent (especially the north end) Should be no more than 4 stories. There is a special needs school on Spruce Dr immediately across from the proposed 6 story development- This school is no different from others on the map and should not have

such large buildings in proximity to the school. In addition, these slots back onto a park (small park) and would significantly shade the park if it was surrounded by 6 story buildings. There are also possible slope stability issues (specially on the north end of Cedar Crescent), Similar to the rest of the ridge in Wildwood.

- Too complicated to understand!
- No to the low-modified on 45th west of 26th or along 45. It says low but we all know the City will allow developers to do what they want and ruin the neighborhood.
- Adjust all low to modified. Adjust low modify to limited and maintain less than three plus unit homes. Remove all 45th St SW, 29th St SW, 26th Ave SW, 33rd Ave SW add north of Bow Trail or limit 2 less than 3+ with current restrictions.
- As above the requisite challenge must be may to the draft [illegible] from map to reflect what you seem to [illegible] on the draft building scale map.
- See above. these types of buildings on 32nd Ave are and correct as 32nd Ave is currently not a connector street. No "law modified" homes on 32nd Ave SW.
- Need to show timelines on development which should be done in phases through other than impacting the entire area. I.e., Maybe starts along 37th St and Bow Trail before arbitrarily changing the entire area. Ensure builders/developers are following city building code rather than building poor quality dwellings and then selling at huge profit in areas that are supposed to be affordable.
- Extra traffic will already further congest traffic. We have West Hills across which services our community we do not need more commercial.
- No justification whatsoever for low modified building types to extend north of Bow Trail on 37th St N surrounding the green space by Wildwood school on 45th St. No modified along boat trail itself is reasonable, but any incursions beyond that wreck the ambiance of single family/duplex lots populating the neighborhood for the past 70± years. Bad enough you went spruce Cliff with a Shaganappi Village ghetto (it's unknown judgmental word don't get your knickers in a knot-check your dictionary) don't make the same mistake again.
- Again, the dirt alleyways around Graham Park should not below modified and neither should 45th St SW South of 26 Ave-it is less busy than 26th Ave east of 45 St, which is not low modified. The real problem with the designating this quiet street as low modified is the allowance of 4 story buildings. 4 story buildings would be very much out of place among predominantly single story buildings there. Wait until there is some 3 story buildings.
- The developers can't run the City [illegible] With more and more grabs for dollars for [illegible] the City. These changes are not community [illegible] for improvements. Regulations are regularly ignored/developers pay the City a penalty and the larger and larger structures are grandfathered in!
- It's mostly OK. For the record, I have no issue with row houses. maintaining green space is very important to me and for sustaining a diverse community. I think that golf course should be modified. It does no good for anyone that is not a white male.
- Spruce Dr near cedar Crescent and all of Cedar Crescent should be 4 story (not 6). that area of Spruce Dr has a school on it! Also 6 story would shade the park-the plan shows 6 story surrounding this small park. Lastly the existing densification Cedar Crescent and Spruce Dr already leads to very busy parking on Cedar Crescent and surrounding areas. Larger buildings (which will inevitably have less parking) well make this way worse. Also, existing buildings already have issues with lift stations- larger buildings will be worse.

- Low modified should be removed around the Wildwood School, park and 45th St SW. This should be for a 2-story or less only! Absolutely no apartments, stark townhouses or mixed buildings. This should be for every neighborhood in the Westbrook communities. None of these buildings only one or two-story homes should be around parks and schools. These should only be on main roads and only face the road! Remove the 2 mid buildings off 37th St SW and Bow Trail. They should be low modified only. Remove on both sides the loan modified as 37th St SW north of Bow Trail SW. These should be for 3-stories or less only! The same for 45th St SW South of Bow Trail and around the school and parks south of 8th Ave SW. stop creating more traffic congestion where it already is congested. Remove the low on the north side of Bow Trail just before 37th St SW. this should be long modified only! Aesthetically the neighborhoods should remain the same. On page 5 you stated, "a single detached home can be built up to three stories in any residential area without the needs to change the zoning". On page 17 FAQ: will the local area plan result in rezoning? No." yet you have placed low modified buildings of 4-stories such as apartments, stacked townhouses and mixed-use buildings throughout these communities. How can you plan for that and state there is no rezoning? And this is completely fraudulent and you are deceiving the people that live in these communities by stating one thing and then completely doing the opposite. I completely oppose no modified 4-story buildings in any of these communities. It should be removed from the area plans.
- These questions should be asked at a community level, not one-size-fits-all.
- Westbrook is a disaster- the LRT station[illegible] no access that is welcoming to [illegible] public. All of 17th and 37th (N, E, W, S) Is a disaster.

Topic 3: Investment Opportunities

Do you have any additional ideas for investment priorities that would help support growth and change in the Westbrook Communities?

- The climate change portion is woefully under-developed.
- These 'investment priorities' are interesting but do not address the real consequences of densification and it would be far better if you would flesh out guidance on those if you expect buy in. It's not NIMBY it's actual issues and the LAP should address these things. For example 2.2.3.2 b. iii identifies natural ecosystem enhancement. What would that be? iv identifies visibility around the site, which would be greatly diminished by higher densities around parks. You call out the architectural form requirements in great detail but as usual fail to address the more functional aspects. It is irresponsible to make these plans without addressing the functional consequences. For example, you identify protecting and enhancing the tree canopy on public and private land but provide no further guidance on what that would be; there isn't a single green roof shown on the 'after' rendering; glass block for noise management is laughable.
- There is a great opportunity for a pump park either in Edworthy Park, perhaps adjacent to the entrance (e.g., alongside Bow Trail, before entrance to dog park). Many westgate

community members use Edworthy park as a starting point for biking and I think this would be a huge asset to maximize the use of this recreational area and promote active living — the bike shop on Bow Trail may even financially sponsor this type of investment.

- Additionally, this area of the city is sorely in need of a splash pad type facility. Again, Edworthy Park with existing adequate parking and accessibility to Calgarians from both sides of the river would be an ideal location for a splash pad (perhaps near the playground on the south side of the bridge, that was formerly flooded in the winter for skating (decades ago).
- Westbrook LRT needs help. It is not safe due to the drug users frequenting the area.
- I realize the City is just checking boxes when it comes to this community engagement. It is very frustrating. I think the City needs to realize that density is great. But, it doesn't need to happen in every community. That is often the draw to these areas with only single family homes allowed. We don't like having commercial spaces in our area. We come home to a true community to relax and get away from it all.
- If the city of Calgary is serious about promoting alternate forms of transportation, they need to put their money where their mouth is and build separated bicycle lanes. Lots of them. A little stripe of paint does nothing to keep cyclists safe. We need truly safe options if people are going to feel comfortable using active forms of transportation. All of these changes proposed to the Westbrook communities assume people will be less reliant on cars, but that will not happen unless the infrastructure is available and convenient.
- Spend some money downtown. There is an office vacancy problem that could be solved with smart redevelopment.... we truly do not want more density in Glendale
- As mentioned in earlier comments. Take the opportunity to an active transportation focused community. With our excellent connection to public transportation we should focus on getting people out of the cars and making it less attractive to drive (fast) through the neighborhood. Bow trail is often being used as drag strip by cars and motor bikes. The noise at night is very disruptive. Slow down traffic and focus on more vulnerable participants
- I would love for the drafters of these proposals to actually listen to the people that live and work in this area. I own two homes in Glendale, one primary residence and a rental property. My family also owns a small business in the area. We care deeply about our neighbourhood. Before any development should happen we should address the pressing issues first. Crime, mental health and homeless are beginning to effect our every day lives. Just yesterday we saw a man actively using a pipe, in broad daylight, less than a block from a daycare. The aging infrastructure, including plumbing and drainage could never accommodate 4+ storey buildings. It is laughable that the city would suggest Westbrook Mall area would not be congested with cars with more development because people would walk everywhere- it just shows how little they understand the area. Any one will tell you not to walk that area at night, there is even a name for it- the golden triangle. Many are pro development, but thoughtful.
- My submission exceeds the number of allowable characters. Please text me at [Personal info removed] to advise of an alternate email address to which I can send my full submission and to confirm that my electronic submission will be considered if received by July 14 - as with a mail in document.
- 1) Advance funding for community driven requests such as: extend manual operated irrigation system in Graham Dr. Park and repair the partial system that currently exists

and operate it OR install an automatic system;-regrade Graham Dr. / 29th Ave. park skating area so that it is “level” and that park volunteers can more readily provide a winter skating surface or grant authorization for neighbourhood volunteers to undertake the work using their own expertise. 2) Before considering any increases in development densities in the area south of 17th Ave and north of Richmond Rd. SW, undertake the necessary work to expand the capacity of the intersection of(to be cont)

- These are “NOT” Westbrook communities core values or investment priorities!!!
- Negative impacts to our communities will be increased traffic, pollution, safety concerns, overcrowding, disruptions of school/playgrounds/park areas. Additional negative impacts will be destruction of mature established canopy, natural light to yards/gardens and privacy to property owners. Additionally there are concerns that this is an open door to yet more property tax increases and forced permitted parking in neighborhoods, both creating a further financial burden on households of Westbrook communities
- indicates that single-family homes make economic sense for new and young families
- “We can cross the street into Killarney ... where it is filled with infills, and you can’t buy an infill for less than \$800,000. Are those affordable for young families? In Glendale, you can buy a single-family home for probably less than \$500,000.”
- <https://calgarycitizen.com/article/westbrook-planning-project/>
- The proposed bike path through turtle hill park could be disruptive to tobogganing so would need to be well-located. Maybe adding a connection and bike lane to Gateway drive would serve much of the same functionality?
- My other thought is that the investment list risks being like shopping without a price tag, so perhaps more ambitious than what is affordable? I recommend prioritizing what you want the plan to deliver. Good to be green and inclusive, and also need to be cost-conscious
- Do something with the space around westbrook station. picnic tables, playground? it's a wasteland. Update westbrook mall and incorporate more local businesses. Beautify the space and increase security so that people feel safe even later in the evening. Ensure new buildings have parking lots instead of clogging up nearby residential streets.
- I cycle year round in Calgary and the parks are under-utilized. We have good parks already, and don't need more. We need higher density around C train stations. I live at 99 Spruce Place and this development is perfect. Great location and high density, we need more of this.
- Focus only on area directly surrounding Westbrook station.
- Applying These proposals to all areas covered in the community engagement makes it confusing and while some proposals make sense if applied in area directly around Westbrook station, applying them elsewhere doesn't.
- Edworthy park and Douglas fir trail should be left alone. Overuse will have significantly bad environmental impacts. These area should be preserved, not exploited.
- invest in downtown core vacant buildings and vacant floors of other buildings. where the problems of urban sprawl could be solved without all the negative impact on established neighborhoods. Westbrook communities DO add to Calgary's beauty and the choice of life style neighborhoods to live in for new comers, young families and older individuals are needed as they exist now - untouched
- AGAIN.....These are “NOT” Westbrook communities core values or investment priorities!!!

- Negative impacts to our communities will be increased traffic, pollution, safety concerns, overcrowding, disruptions of school/playgrounds/park areas. Additional negative impacts will be destruction of mature established canopy, natural light to yards/gardens and privacy to property owners. Additionally there are concerns that this is an open door to yet more property tax increases and forced permitted parking in neighborhoods, both creating a further financial burden on households of Westbrook communities
- Focus on child and pedestrian safety in smaller, narrower streets by keeping small scale homes in such areas.
- Please increase/focus investment on parks and open spaces and historic natural resources. The many children in the neighborhood will benefit from this investment which will also help preserve the urban canopy/forest.
- "westbrook lrt as a focal point" this is a gathering point for homeless or undesirable people. The coffee shop that was in there had to close because people would not come in because it felt unsafe. Odd since this is a city building would not be done to make people using transit feel safer.
- you mention "Improve the streetscape and public realm within the Blue Line LRT, MAX Teal & MAX Yellow Bus Rapid Transit station areas' but to improve the service of transit. In the original plan for the Blue line it showed green space and parks to the south. this 'green space' around the station has been a dirt and mudbowl since it opened in 2012. great pictures and promises but they never come into actual practice.
- A general comment: it seems that the city planners and counselors and senior management to not use the transit system they propose everyone else use. They should use it for all their activities as they are asking others to do and travel across the city to shop, not just go downtown.
- Provide drop-off/pick-up area at Westbrook LRT
- Create a safer environment at LRT station by having security on-site 24-7
- Provide more regular bus service into communities
- Please protect green spaces!
- The core values seem ok. Wording is a bit gimmicky and doesn't clarify. Some concrete ideas for each core value would be helpful- not sure what "improve streetscape and public realm"... actually means. phrases like "improving the interface with 17th ave" are not helpful.. "Co-locate affordable housing units within civic projects"?...
- it is a shame that Richmond Green Park is now being over developed with in turn will cause more traffic issues and parking issues and increase in taxes.
- With the number of young families increasing in the Westbrook Communities, especially in the Glenbrook, Glendale and Glamorgan areas, increased investment in Parks & Open Spaces and Historical Natural Resources would significantly benefit area residents including children as well as preserve the urban canopy which aligns with the promotion of urban forest protection. Specific suggestions include new playground structures at the Turtle Hill playground area next to the tennis courts, at the Graham Dr SW park, at the Glenbrook Community Association and at the public playground North of Glenbrook Elementary school. In investment prioritization, please consider preserving the "older" community aesthetic that exists in the Westbrook communities as this is a significant factor in the identity of these communities.
- more greenspace, better utilization of westbrook station. What's the plan, it's been deadspace for years collecting garbage and transients that make the area feel unsafe.

Beautify central areas, upgrade westbrook mall so that people actually want to gather there. This will reduce traffic if people can easily walk to services and amenities.

- not additional ideas but i love the idea of improving pedestrian and cycling connections through the neighbor hoods as well as up grading older parks and make them more accessible. also bicycle pump tracks are such a great thing to have close by.
- Westbrook station has been an eyesore for as long as it's been around. Please finish that.
- It would be wise to have a c-train to the airport, Banff and Edmonton. We also need the Government to stop investing in Big Corp. and bailing our Big Corporations.
- I know it is not part of the "Westbrook Community", but I live on the north side of Richmond Road close to the old golf course at Crowchild and 33 Ave. It's important to me that this be developed in a thoughtful, useful way for the recreational enjoyment of community members. This area CAN NOT be used for urban development.
- Please don't add to the parked car situation. There are already too many parked cars in Killarney, making it unsafe for pedestrians, cyclists and drivers.
- It would be nice to utilize the parking lot at Westbrook mall or the transit station underutilized spaces for unique activations, community events (pop up markets, fresh routes, chalk drawing, etc)
- Upgrade the Bow Trail and Sarcee Intersection with a proper overpass and don't waste funds on bandaids such as the U-turn on Bow Trail. On the city's website they say Bow and Sarcee is one of the busiest and worst intersections in Calgary.
- Westgate & Rossarock needs a noise control wall along Bow Trail just as there is on the north side of the Bow for Wildwood. Additionally community policing is required to deal with the homeless problem around Westbrook and in Edworthy park in the summer.
- With the push to electric vehicles the electric grid will need significant upgrading if any increase in density is allowed for the area to handle all the new electric vehicles that the federal and local governments are pushing for.
- Currently there are bus routes like #70, an increase in routes similar to this or more trips per day (currently only two in the am and two in the pm) would be required as getting to the Westbrook or 45th station is too far of a walk for people to consider it.
- Focus on where most residents access services, which is Westbrook station and Westbrook mall. Upgrades to beautify the current Westbrook station, such as more green spaces, with local vendors as seen in Europe and Asia would provide a livelier atmosphere and encourage residents to shop local, and also make the area feel safer which is a major concern. The open area around Westbrook station could be a picnic area with playgrounds for children, or facilities to accommodate older residents (outdoor gym structures). Shaded areas with attached solar panels like the bike rack structures would make the space more inviting and provide green energy. The city needs to focus on functionality and ensure that appropriate access to businesses/services as well as resid. requirements (alleys congestion due to high density). New buildings need to consider adequate parking and should not rely on residential streets .This should be paid for by the builder and not by taxpayers because of poor planning.
- Please make sure that any and all landscaping of public areas that is initiated as a result of redevelopment activities (as with the LRT expansion and traffic calming elements throughout communities) is MAINTAINED and does not become an abandoned eyesore within a year or two after installation.
- Update the Westbrook Mall. Vertical farming/urban agriculture.

- No response as it is good for priorities given
- Fix the problem that was made by bringing in the ctrain station. Initial development plans had a robust assortment of development on the old Manning High School site on 17th Ave. Since then it has become a dusty, weed filled empty lot that is doing nothing for the surrounding community. The LRT station has led to a perceived decreased feeling of safety in the area and surrounding retail and food establishments. Developing this area as intended can only benefit everyone.
- Improve the quality of the public realm around Activity Centres through wider sidewalks, enhanced pedestrian crossings, gathering areas on 17th Ave., especially on the side of Glendale community. Also, improve and reduce the extreme sound/noisy effects to the residential properties from both public transit including c-train, buses as well as the ground traffics along the 17th Ave especially on the side of Glendale community!!!
- Retail and/or mixed use development, with a public parking lot, in the empty field by Westbrook station. A multi story parkade there will encourage residents to take the LRT downtown, reducing carbon emissions and alleviating traffic congestion.
- Please consider that allowing for fourplexes means a bigger building footprint and therefore less green space on private property. This will have significant consequences for climate change resiliency.
- Please further note that safe communities require a 40km/hour speed limit on 26 street, which is used by children throughout the communities to get to playgrounds and Alexander Ferguson school. We require a lower speed limit to align with that the City has done to support safe communities in other areas of the City.
- Invest more police force to make sure the safety of this community as it grows and brings in diversity, good and bad.
- Underscore the importance of urban forest protection as an enforced and implemented priority have seen mature trees removed in the current new developments in the community; some on city land Elm tree on 26th St SW proposed developments should minimize removal of mature trees including the portions of trees that overhang property lines
- surface water runoff and management should be a priority. currently new homes cover more of the lots and in addition build large garages; the water runoff from these increased road surface areas are not managed and simply flood back alleys with more eavestrough downspouts. currently new homes cover more of the lots and in addition build large garages; the water runoff from these increased road surface areas are not managed and simply flood back alleys with more eavestrough downspouts. the water diverted to alley surface runoff is no longer available to the urban vegetation including the urban forest which is supposed to be a priority
- I would like to see more retirement living spaces and transitional homes in Westbrook communities so people can age in place in appropriate spaces where they like to live or have lived most of their lives. I would like to see something done with the green spaces that are adjacent to the westbrook train station and essentially over top the underground station. I find it quite an eye sore as most of the summer it is a bunch of weeds and a field of nothing. Can we not turn it into something of use even though it's over top the station - a park, a sports field, outdoor gym, picnic tables. It needs to be maintained at very minimum and seeded with grass as it looks awful and neglected most of the time. Thank you and good job - this looks like it was a lot of work.

- Climate change priorities: the energy efficiency of buildings (new construction + renovations) needs to be addressed. The City should be requiring all new builds/renovations in this area to be at a Passive House level of efficiency.
- Making better use of the area surrounding the Westbrook LRT station.
- Please focus on the environment. Open spaces and historic natural resources.
- Parks & Open Spaces.
- Climate change.
- The Bow Trail south side commercial areas defiantly require upgrading. The Westbrook LRT station requires more security and supervision. Local small businesses are also concerned about some of the people using the LRT (theft,etc) . This needs to be addressed!!
- More security for the Westbrook LRT building. Dumping millions of taxpayer dollars into developing the area won't make a difference if people are smoking crack in the LRT building. I don't think that building affordable housing is going to be beneficial for this area.
- Love the idea of traffic calming and making it more accessible for pedestrians and cyclists.
- With respect to Spruce Cliff...
 - o clean up the Bow River escarpment (from Edworthy Park to Crowchild Tr) and get serious about restricting and removing homeless camps located therein.
 - o improve the Douglas Fir Trail network (improve pathways, build more resilient bridges, etc...)
 - o improve bike path connectivity between Edworthy Park and Glenmore Park
 - o encourage the owner of the Spruce Cliff shopping mall to at least do a 'face lift' on the building's facade so that it doesn't look so appalling
 - o do something about the weeds (Dandelions) that have been allowed to infest every City park and school green space.
 - o demand that the owner of the land adjacent to the Westbrook LRT do something to clean up the area (maybe landscape and plant grass) until such a time as they see fit to complete the development that they agreed to when they bought (or otherwise acquired) the land.
 - o put speed control bumps along 36th Street between 5th Ave and 8th Ave.
- Look at how the city can support small businesses, and how they aware business licences. Do we really need a cannabis store in every Westbrook area neighbourhood shop? Could we maybe get a restaurant and a coffee shop, another grocery store?
- Also, instead of rewarding developers and one off home builders why don't you invest in a program that encourages people to renovate their homes or make upgrades. In Westgate, Glendale and Wildwood there is a strong pride of ownership and lots of people have stayed or moved to the area because of the way the communities are structured and the appeal of larger lots and single family homes.
- We've seen in other areas (Killarney, Rosscarrock etc.) when the builders come in they put as much home on the land as possible and remove the mature trees and garden spaces that add to the character of the neighbourhood. They also tear down homes including perfectly good lumber. Vancouver has a policy in place for builders to save salvageable materials.

- The protection of the environment should be a top priority always.
- Don't spend our taxpayer monies on beautification and public art installations.
- What we need is to make it safer for people - especially seniors, people with disabilities or handicaps - to be able to traverse sidewalks, transition smoothly from sidewalk to street and back up again, to be able to walk or roll along without having to dodge signage, poles, cracks, concrete heaves, sewer drainage grates or flooded pools, trees, to have sufficient comfortable space to maneuver easily. Repair our sidewalks! Make accessibility a priority!
- Bring back bright street lighting so people can see what's around them. The low lighting creates or exacerbates vision problems and increases potential for danger or accidents.
- Care about people, please!! Not about making a statement, or making someone richer. Please!
- Walking streets, secure bike locking, increased tree canopy and non-mowed green spaces. Currently, the city block with Westbrook Mall and the LRT station on it doesn't have any through-roads for traffic, and even without such roads, it's easy to get around by car. I'm noticing that the Walmart parking lot is going to be turned into a bunch of smaller blocks with roads in-between, and it makes me wonder, why are those roads needed for cars now when they weren't needed before? Essentially, you have a huge opportunity to build walking streets in a spot where currently, there are no streets. Don't mess up that opportunity. Besides that, I do think the Westbrook Mall block has the potential to turn into somewhat of a second high-rise commercial core, only difference between that and downtown being, the towers could be more apartments than offices, with the street levels being entirely commercial space.
- 1. Intentional commercial-intensive areas along smaller feeders like 26th Ave, 45th Street (not just allowed in the structure plan, but intentionally planned such that all community members are within 5min walking distance of basic services)
- 2. Consideration for future streetcar systems (consider allocating dedicated or semi-dedicated streetcar lanes along middle lanes of 37th and Richmond Road to improve connection to LRT network)
- 3. Consideration for parking requirements as densification increases (i.e. parking permits with limited access based on property frontage)
- We need to figure out parking rules, limit street parking for those with garages. Only allow parking on one side of the street (rotate in the middle of the month).
- More community based infrastructure that is family oriented. Family style pub/resturant within Spruce Cliff/Wildwood and family oriented programs that are not just aimed at low income families in our area.
- The Westbrook LRT station is currently one of the largest crime hubs in YYC. Many more police are needed in the area. ATM no one from the community uses the train station or the library above it because it is so unsafe.
- Transit and easy access to downtown at 7 days a week. Frequent transit stops and options that bring you to other areas of downtown
- Development that attracts families and community with safety in mind not street people and addicted panhandlers who hang out constantly at lot stations and entrances to stores. Stop facilitating loitering and begging.
- Protect all the parks not just a select few. Revise and remove several "collector streets". Think about residents before the wants or developers. Plan for additional policing to reflect the increased density you desire.

- 4. City Council must be addicted to the campaign contributions of the developers. Otherwise, why would they keep wasting time and taxpayer money rehashing these same old programs, merely changing the lipstick before presenting again? Will council support the citizens OR their developer campaign contributors?
- I'm not sure where this idea goes or if I skimmed too much and missed it - I think developing the Westbrook Mall area into a East Village type place would be a cool concept. I like what you have laid out here and I think you hit it on the head with whether or not we plan for it, community development will happen so, I'd rather there be a road map than Adhoc every time. Not an Idea but thank you for soliciting feedback - you won't make everyone happy and people will come out of the woodwork when the shovels hit the ground saying they were not consulted but you have reached out now and have IMO given ample time for Westbrook area residents to give feed back. Keep up the good work and Thank you for allowing me to put my 2 cents in.
- There are so many wasted spaces in this neighborhood that are allowed to remain neglected while the city plows ahead trying to change established community amenities. An example is the Husky station at 37/Richmond, it is redundant, never used and a hog of prime real estate. Another example is the area around Westbrook LRT, the city has allowed this land to become wasteland rather than forcing development on it. In functional cities that work, this would never be allowed to happen.
- These should be the ONLY priorities for this community by order:
 1. Parks & Open Spaces, 2 - Open spaces and historic natural resources
 2. Climate change
 3. Westbrook LRT station as a focal point and
 4. Safe, comfortable mobility options
- This is not a priority for this community: Diverse housing types. There are several other communities which are affordable, this is only benefiting the builders who make money building and selling.
- As an introvert, a person who values a quiet lifestyle, anticipating the proposed changes brings on an unexpected level of anxiety. I believe that the needs of people such as myself have been ignored in this proposal. I greatly value my quiet neighbourhood and the thought of 3+ unit homes being built next door is extremely stressful.
- Bicycle lanes on 51 st sw (similar to the ones on Sirocco Dr. SW)
- I think there is a lack of night life and options in the Westbrook area. Granted, this isn't huge considering the distance to downtown, but something like a movie theater, bowling alley, or even a board game Cafe that's open late would be good. I think pairing these with youth programs, such as boys and girls club, would allow children from different areas and walks of life to connect outside a school setting and allow building of social skills.
- Richmond Road between 37 st and Sarcee Rd is a transit corridor and should connect the communities of Killarney and Rutland Park. It is currently classified as an arterial road and is unsafe for pedestrians and cyclists. Richmond Road (and 37 street) should be re-classified as Neighbourhood Boulevards. 37 street is currently being upgraded to provide an enhanced pedestrian and cycling environment (which is great!), a similar program to upgrade Richmond Road should be invested in. This would support the increased intensity shown on the Urban Form and Scale maps and future development and regional park upgrades at Richmond Green and is consistent with the role of this street in the communities it passes through.

- Since welcoming the Westbrook LRT station, the number of homeless persons in our community has increased. Would it be within the scope of this planning project to address the needs of the homeless population and the safety of the community?
- KEEP the green spaces as is and do not build 4 storey buildings along them. open space is precious. cute coffee shops and businesses along 26th Avenue (not the inner neighbourhood streets like 26 Street or 25A street) is preferable. never connect Richmond road to 25th Street please, that would diminish the value of all of our homes here due to high traffic , noise, ... and would be less safe. thank you for listening.
- Preservation of green spaces must be the top priority. Another important consideration is walkability in neighbourhoods. Long-term sustainability promotes health and well-being of residents through encouragement of walking, recreation, opportunities for physical activity versus driving, and focus on roads and infrastructure.
- I'd like to see wheelchair accessibility at all corners along collector and connector streets. Along 51 ave there are many multi family homes and a retirement community that results in many people with strollers, walkers, and wheelchairs commuting along the street to reach the shops on Richmond Rd. On many occasions, especially in the winter, these pathways are very difficult or impossible to access due to the curbs. Better consideration of drainage around these areas would also reduce ice build up and hazard mitigation.
- Preserve green spaces. Reallocating the Richmond golf course to a frisbee golf course is a great idea, but please keep the greater park area as an open space or improve existing rec facilities there.
- More greenspace/bike paths and less high-density development. The impression given is that the city is simply looking to utilize the larger lot sizes that traditionally come with older neighborhoods and build these multi-tenant (and sometimes quite unattractive) structures. The increase to traffic and other services, such as garbage, compost and recycling pick up are seemingly not taken into consideration. There seems to be a certain rush to get these buildings built in order for the city to be able to start collecting these new sources of property tax as quickly as possible.
- I think this list of investment opportunities is a great and comprehensive list. I like the big picture items with a focus on developing the Westbrook LRT station along with other large scale amenities. Nice to see that parks and green spaces aren't being left out.
- Please do something around the Westbrook train station and big open field with weeds is an eye sore. Westbrook mall is bad enough. And why can we not get a sound wall along bow trail and 12th avenue? The noise from the traffic and motorcycle racing in the summer is ridiculous. You would think that we would be able to block some of the noise. As for traffic pushing curbs out into the street does not help and is a waste of money. They weren't even done correctly at the intersection of 14th Avenue and 26th street. Not paved and the water grates are above the road so the water can't drain. If you are going to put money in, do it properly. We already have enough affordable housing with all the rental units so I don't think we need to focus on that.
- You may want to look at the road network around the Brookfield development and Shaganappi golf course. That intersection is already a nightmare with the turn light, LRT crossing etc.
- Westbrook Mall is in great need of updating, redeveloping, bring it into 2022 - it's not 1974 anymore... Please also relook at the vast amount of unused land surrounding the

Westbrook LRT station...what a colossal waste of space that has such great potential - housing, low income housing, small commercial, so many uses! Get on it!

- I feel that high density growth around the Westbrook train stations along 17th AVE SW is a great idea. I also feel that having more protected all year bicycle lanes is also a need for the area.
- Making the corridors you have identified as Community Connectors being more user-friendly. Building higher buildings along them isn't user-friendly. We require wider sidewalks and slower speeds near schools and green spaces. People want to feel they can get out and walk between areas, not feel the only way is to get into your car and drive to a parking lot and then enjoy the green space.
- I am in agreement with the majority of the investment priorities. If you increase gathering space by having wider sidewalks, there needs to be adequate space for parking and traffic. For example, Marda Loop is a nightmare to drive into and as yet isn't an area that you can easily get to without driving at least to its borders. Once there, there is no parking in part due to the density of the housing which requires street parking as well as the number of commercial entities requiring parking. I wouldn't want to see Westbrook turn into this as well since 37th street and Bow trail are such important access roads to get east and west in particular. When you expand transit area it often leads to huge walks to get to and from which isn't always easy for general accessibility. Transit and LRT needs to be very safe or people will not use.
- I would build up the area between Westbrook Station and 17th Ave. It's such a blank area at the moment, but could be a very community oriented park that could host food trucks, local vendor markets, and even concerts.
- character buildings that will anchor the streetscape vs. metal reflective boxes that all look the same and have zero character
- SECURITY AG THE SHAGANAPPI TRAIN STATION
- If your plan was only impacted by traffic (auto) of local residents it would be okay, maybe. However, huge traffic volumes move through the district from communities west of Sarcee Trail causing dangerous traffic situations. High speeds, auto volumes on 17 Ave and Bow Trail is dangerous and needs to be addressed prior to increased residences. Just because there is c-trains and interconnect bus transit system doesn't mean anything for auto traffic that use the roads to travel. Unfortunately, focus needs to be traffic load based first. This would change if car traffic was restricted.
- I think the list above is excellent. Thank you for all the work on this.
- 1) There are two areas not suitable for development of any kind. These are: The northwest corner of Bow Trail and Spruce Drive SW; The area on 17 Avenue between 33 Street and 37 Street SW. More development will significantly increase pedestrian traffic and vehicle traffic, as well as congestion. Westbrook Mall and Westbrook LRT are not suitable areas for greater development, and will increase crowding. These areas should instead be made into green spaces - with trees, fountains, and benches. These peaceful spaces would decrease crime by enhancing the natural beauty and the community would take pride in the area, rather than increasing development to provide community surveillance. 2) Accommodating people who need to relocate homes so that they can stay in their communities does not make sense. Each community provides its own benefits, and as such they should find a community that meets their evolving needs given their new lifestyle change.

- I fully support improving the area around Westbrook Mall. I think that would be a great way to improve the community.
- I like the priorities that have been identified
- I would like to see a commitment to focusing on the areas of the most density first before approving recommendation changes to areas of less density. This means that the very high density around Westbrook Mall would need to be completed before areas of transit oriented development, which would be completed before areas of flex/mixed use development in current residential sectors, which would be completed before any other low/small scale development (i.e. along the connector streets). This will help to propose development in a more cohesive manner where the highest density and commercial characteristics come in first, before developers can focus on buying up single RC-1 residential lots to convert to infills and town houses in a mad rush. These smaller lots are cheaper to obtain and develop on, and if they are allowed to proceed before the larger scale development is done, the communities will lose their cohesive feel.
- Calm traffic on 26th Ave. Its getting very busy
- Focus on densification where it makes sense but maintain single family living in the sections of Westbrook that are already primarily single family and are away from primary transportation routes. The areas surrounding and near schools need a greater focus to ensure appropriate density, road width, urban green space and residential living.
- My taxes are already too high. You pretend you are going to save the world when you can't eve fix potholes and keep the transit stations clean and safe.
- I think Westbrook Mall is such an eyesore and along 37 St it really just shuts down the whole long block. I know it is out of the city's hands but going forward mall spaces should be more well thought out.
- The city also built the Westbrook LRT station I assume and it is such a terrible design. If I want to take my children to the local library there we find it difficult to find our way inside since the access to the building was not well thought out. I know this station is now a high crime rate and I think part of the reason is the feel and access of the building. It is surrounded by roads on all sides and is difficult for pedestrians or bikers to enter. I don't feel comfortable in the space and think we really missed an opportunity to build something better. The library could have been a nicer feature and is instead not a pleasant place to visit sadly.
- Traffic mitigation will only come with real investment in the community pathway network. Most people won't switch from cars to bikes if the only thing protecting them on the road is a white line on the asphalt. We need physically protected and lit and well maintained bike lanes (particularly on the road down the hill to edworthy park), and we need raised pedestrian crossings on the connector streets (like spruce drive sw) to force traffic to slow down by all the park areas. You can't just beg people to stop using their cars - you have to make the attractive conditions first, and then they'll choose to do it themselves.
- 45 St and 17 Ave intersection requires upgrading. Dangerous left turns off of 17 Ave. Long backups on 45 St to the south. Needs widening and better visibility.
- Traffic on 49 St onto to 35 Ave (or vice versa) requires calming. Street parking (which is okay) limits lane width. Kids us this route get to Glenbrook and Calgary Christian schools. The corner of 35th and 49th is a much used crossing with no cross walk. Vehicles cut the corner on the sidewalk.
- Road and sidewalk remediation after a new infill or development is hit and miss.

- Current urban forest policies are not being adequately managed thru the development process. The developers know this and cut corners. Investment is required in a unit which enforces (NOT educates) existing development requirements. (it is not happening today)
- The Richmond Rd /Sarcee Tr interchange is a mess during high volume periods and will only get worse with increased density.
- Just a caution. The Douglas Fir Trail is not really a recreational area--apart from, perhaps, the commuter bike path weaving through it. There are enough recreational spaces in Edworthy Park and along the river pathways on both sides of the Bow River. You don't need to do anything further with the Douglas Fir Trail other than ensure its environmental protection for future generations.
- The wider sidewalks have made traffic a nightmare around Westbrook and Killarney. Turning lanes have been removed and the roads are so narrow - there are always cars getting clipped. There are very few pedestrians in the area and even less cyclists. Leave the roads as is and if you want to do anything, make the community a safer space, so people actually feel safe walking or biking.
- At some point, a pedestrian overpass or other structure that allows for crossing without lights stopping traffic may be warranted between 37th street and Sarcee on 17th and Bow Trail.
- The main strip hasn't even been fully developed yet. Allowing redevelopment into the surrounding communities isn't going to get a lot of support.
- There is a considerable homeless population in this area. I support all the changes to the sidewalks and accessibility, the ideas for Westbrook station, but I wonder how the City will make Westbrook station a place someone like me wants to spend time around if the homeless population takes over the area.
- You talk about priorities for the environment but there is no provision to add charging stations for EV cars at LRT? should be a priority as the majority of vehicles will be electric in a short amount of time.
- How about just the basics? For example the garbage bins in Edworthy park are not emptied enough in the season, by mid summer the stench is so bad kids can't play there and it's covered in bees. The dog park could use a more frequent clean as well. Rather than putting money to all this new stuff, taking better care of what we have needs to be a priority. The LRT priorities? Making the space nice?? The priority should be making the space safer with enhanced security, patrols, lighting and cleanliness so families want to go there. Consider alarms/cameras at large bus stations where the glass keeps getting shattered. Also there is a focus on making transit accessible to differently abled, is that what they want, or do they want better access to more safe private shuttles?
- The city should invest in preserving the green space that is the Viscount Bennett school field. These 11 acres are for sale, and we are sure that any developer buying the site will want to cover all ground with buildings and will not maintain this area that is very well used and enjoyed by many residents of the neighborhood. History matters, and completely reimagining communities does not recognize or celebrate a city's past. It's sad.
- Invest in crime reduction with more police officers and a more visible police presence, particularly around the LRT stations.

- Provide for more mainstreet walking shopping opportunities like Kensington, 4th Street, and 17th Ave SW to encourage more small business opportunities and not all big box plazas.
- The best place for affordable housing units is near densely populated areas with lots of amenities and guaranteed busy transit routes. That is not along 45th street or 26 ave. The new area to be built up in the previous Richmond golf course would be a great place as would near Westbrook station. In Glenbrook 51st st, Richmond Road, near 37 st are the best areas for highest densification and subsidized housing. You want to ruin 45st. It has many schools and parks on it and is a great biking street. You want to turn it into a day long traffic jam and the corner of 45 st and 26 ave will be the worst.
- Figure out a way to force development to occur at Westbrook station! It is unacceptable that a school was knocked over & the city allows an empty weed field to sit there year after year. Developers should not be allowed to sit with empty properties for YEARS, while the city now "goes after" individual property owners with the threat of 4 story buildings on their streets. There are houses on 33rd that have been boarded up for YEARS. By changing the rules to allow 4 storey buildings in residential areas, you will force residents out & destroy the sense of community. There will be empty boarded-up buildings next to our parks next. The investment priority should be to fix the mess that currently exists around "development areas" like westbrook station, not to try to extend those problems to all areas. These communities already have identities and the development process kills those identities. Earnest Manning school had an identity and the city replaced it with a derelict field.
- the owners of Westbrook Mall need to be involved. that hub need help. its a (removed)
- As we saw with the sale of Richmond Green Park, there is not enough protection in these plans for our greenspaces, mature trees and landscapes. Your FAQ did not address impacts of more people on the existing amenities, only on utilities. More development = less greenspace/trees = more intensive use of greenspaces.
- Also- plans are great but the city has had a lot of trouble with sticking to them and with execution (see Marda Loop/33rd Ave Main Street travesty)
- Wildwood has already taken one for the team by providing a complete east-west cycling connection. Wildwood could use some traffic calming along Spruce & the south end of 45 St. - no respect for playground zones & with increased densification comes more vehicles ignoring the playground zones. Wildwood has taken another one for the team regarding affordable housing. We have the housing unit on Worchester & the homeless living on the escarpment. The following is an oxymoron: Encourage recreational opportunities in Edworthy Park & Douglas Fir Trail, while protecting & restoring sensitive environmental areas & steep slopes. More people puts more stress on wildlife & the ecology. More people into the parks means those not living in Wildwood have to drive there which increases traffic & safety risks. Don't widen sidewalks in Wildwood; we have too much on street parking. More commercial = more people = more traffic = higher risks to pedestrians, cyclists & other drivers. No to commercial in WW
- Improvements to irregular intersections to provide safer intersections for pedestrian, cyclists, and traffic (in that order). For instance the Richmond Road and 29 Ave SW is extremely problematic and should be redesigned. Turns from Richmond Road south onto 29 St are dangerous and blind. This creates a safety problem for pedestrians and cyclist as it is a key entrance into the commercial area and community of Killarney. Also

the islands on Richmond Road east of 29 Ave SW forces traffic to weave when cars are parked on the street. They should be redesigned or removed.

- There are also numerous areas within the communities where sidewalks just end. Some areas where this occurs is: 24 St SW just north of Sandhurst Ave SW, the south side of Killarney School, Outside the Killarney-Glengarry Community Association, etc. Sidewalks should be on both sides of all streets.
- Lanes should be required to be paved by the city or developers when they 4 storeys or higher development is proposed.
- As I said before, less lawns/grass and more community gardens and permaculture food forests- perhaps a program to encourage homeowners to make some of these changes themselves. Perhaps there is even an opportunity for a program where homeowners allow gardening on their lot where the city/province employs summer students to look after the gardens with a percentage of the food going to the homeowner and the rest is sold [to help pay for the program] or donated to local food banks. Homeowners would of course have the option to garden themselves [as I don't really want to give up my garden]. This local food focus could also include local water features/cisterns etc. to help contain some of the storm run off and conserve water through the summer.
- Despite owning a car, I would also like to see planning done with public transit as the assumed first choice in travel and cars second rather than designing around the assumption that everyone has a car and wants to drive.
- The LRT station as a focal point is very wise. I recommend also investing in making the Shagganappi Point station a focal point and adding more densities and services around it. Right now it's mostly small scale housing. Make more protected bike lanes, especially along 26 AV SW and 17AV SW. Can you imagine if you opened up the 17AV commercial corridor to bikes and pedestrians instead of just law breaking F-150s?
- Climate change is good to consider. I think increased mobility options is important to reduce carbon footprints. I also heartily support the removal of parking minimums.
- Commercial activities and local businesses are a big draw for this community, and a major part of what makes it great. I can get away without owning a car because everything I need is in walking distance. Let's get higher densities of civilians to justify more businesses.
- Limit the activities in Edworthy Park and Douglas Fir Trail. Keep this area environmentally safe and relatively quiet without additional gatherings.
- Developers at commercial sites need to provide parking that is free to their customers so vehicles don't spill over into the rest of the community.
- Affordable housing is best suited around the Westbrook LRT station.
- Bicycle routes are good, but permanent facilities like lights and closing lanes seems a bit much since it is applicable only half the year due to our winter.
- Ignore the racist/classist calls to "keep the character the same." It's the same dog whistling thats been causing housing inequity for generations
- Please please relocate the bottle depot on 26th Ave and 37th street. There are so many more effective, kind ways to help with the homeless problem/bottle collectors in this area but the bottle depot is not one of them. It causes violence and does not allow for proper help to be administered to people who need it.
- Developing the green space around the Westbrook train station into a beautiful park would give something for all the Westbrook communities to be proud of, and enjoy!
- The opportunities presented appear to be useful and helpful to the community.

- One of the things I love most about our park in Glenbrook (Graham Park) is that it has so much open space. I do not support “overly programming” park space. Not every park needs a plethora of set activities or features (sport fields, huge playgrounds, walking paths, etc). Quiet parks with a small playground and a lot of grass are very much appreciated too- kids are more creative i these areas and the space is more flexible for a variety of users
- Focus on child and pedestrian safety in smaller, narrower streets by keeping small-scale homes in such areas. Focus on urban forest and green protection to ensure healthy communities.
- Transit, including the LRT and the station should be investment priorities. Parks are super important. Diverse housing types, within the existing zoning should be encouraged.
- Climate change at the city level should not be a priority.
- I completely agree the Westbrook mall area is sorely undeveloped and should be a focus for development. The area around the mall and train station are not pedestrian friendly and have become a hub for criminals breaking in to nearby properties. Building this up to a thriving commercial and residential area would definitely help improve this.
- I also strongly agree with investment in improved pedestiran and cycling corridors. The current cycle lanes in the area are simple painted lines that are often ignored by motorists and are very intimidating to new cyclists. If we want to encourage more people to transit by bike instead of car it needs to be much safer. The new cycle track extension on 12th Ave from 14th St to 10th Ave is a great example of creating a safe cycling environment with simple physical barriers from motor vehicles. I would love to see these extending through the Westbrook community.
- As the neighborhood becomes more dense, I would like to cater to pedestrian and cycling options for mobility. Streets that make walking and cycling easier, more pleasant are a must. Especially those connector roads to transit hubs and the river bike path. Slow down cars, make much more space for pedestrians and cyclists. This will enhance the street scape, encouraging community feel and supporting our climate change ambitions.
- I would prefer you leave the corner of 37 St and Richmond Rd alone. It is not adjacent to Westbrook LRT, the focal point of your plan. Densification and taller buildings in areas other than Westbrook do not make a most efficient case. As an example, one of the members of this household rides the train downtown for work, and they must first take a bus to Westbrook. Wouldn't it be better carbon conservation if a person could just walk to the train instead? If development and densification is the goal, please focus it to a walkable perimeter around the LRT station.
- Create senior living or small-scale homes intended for long-time Glendale retiree residents within walking distance of 45 St LRT
- Create affordable, rental-only housing also within walking distance of blue line LRT stations, not bus stops
- Existing buildings of all size that are worth preserving in the neighborhood should be invested in with sustainability retrofits that provide durability and value.
- I would like to see an additional investment opportunity in Parks and Open Spaces: "Provide safe and convenient access to Edworthy Park and natural areas along the Bow River." The current road and paths leading to the river are in terrible shape. In particular

the road into Edworthy Park is very dangerous. There should be a separated path for pedestrians/cyclists.

- I feel that seniors resident facilities could be more plentiful. Thoughtful accessibility. Diverse housing, including low income is welcome. Making additions like laneway housing should be made as easy to achieve as possible for home owners. Small business mingling with all types of residence with easy walk ability is paramount.
- Westbrook mall requires a significant investment and rethink. The mall is not a desirable destination and is typically surrounded by individuals suffering with mental health or addictions. This is not a place parents want to bring their children to shop. Nor does it feel safe in the evenings. Until these issues are resolved, citizens will not seek out the mall. A good example of a rethink is Deerfoot mall. This is now a destination for citizens from all parts of the city.
- Continuing to invest in bike lanes must remain a priority. The city will have more luck encouraging citizens to ride their bikes and e-bikes to work than taking public transit.
- Parks, parks, parks! Lets encourage our youth to get outside and move their bodies. Playgrounds similar to the newly constructed set-up in Edworthy Park is a great example.
- Inner city trails such as Douglas Fir trail need funding and attention to remain safe and useful for all.
- STOP PRIORITIZING CARS. The u-turn route thing they're building on Bow Trail. Why? As soon as the ring road opens that will no longer be an issue. On top of that, I wish the city would just stop spending money on expanding already large roads. More roads just means more cars. Make it easier and more attractive to take the train, walk, and bike. These are your investment priorities. The intersection at Bow and Sarcee is awful to try and get through on foot or bike. If you want to build something there, build a nice, big, wide bike/walking/wildlife crossing.
- Art and culture
- Anything that increases the walk ability of the community would be nice to see. A good mix of commercial and residential would be helpful. Keep the green spaces and make parks more enjoyable year round.
- The area around the westbrook train station is an eyesore and just attracts a criminal and drug element. It needs to be developed and the fact the city hasn't forced the land owner to either sell or develop is ridiculous. No one wants to live or walk through the area. Invest in the space that already exists.
- Westbrook LRT area is being thought of properly. However, around Shagginappi LRT, we are not thinking long term. We should allow more row homes, basement suites, etc. 1 and 2 bedroom apartments won't work for families. Row homes and semi's with basement suites will allow families to afford buying house. Single family lots or subdividing lots into 2 smaller square footage buildings will not work.
- Playgrounds and children's safety. Ensure that plans are supportive for kids accessing and travelling through spaces - huge buildings should not surround parks or block access routes to schools.
- Not everyone wants growth and change. All Calgary does is grow and change. We also need quiet green areas with recreation opportunities and quiet living. This area is known for its quiet living and that's why they come here. I pay my fair share of taxes to be here...so we invest plenty every month.

- Drive through Westbrook there is a new home being built on almost every single street. Multifamily homes that look nice and modern...you can barely tell it's a two or three family home. Lots of building is already happening here.
- There are lots of commercial spaces that could be improved. There are lots of areas with very old buildings that could be refurbished. Lots of apartments that need renovation.
- In-home businesses are a great way for people to make a living. It's a great idea.
- Allowing for reasonable infills of two family homes is fine. A FOUR story complex next to a single level bungalow is ridiculous.
- Again - preserve the green and wild areas. Slow the aggressive take over!
- I'm curious if you try to innovate public transit solutions to traffic problems before making bigger and bigger roadways? For example, the Bow trail u-turn route and future overpass. I have asked numerous people and received no assurance that a public transit solution was even assessed let alone tried. That policy is not consistent with the Council's climate change commitments.
- For example, how about analyzing the cell phone metadata and seeing where most of the people from Signal Hill are going every morning? Then establish semi-direct bus routes to the top 3 and give every household 4 transit tickets to try it out. You might even run a marketing campaign called "Try Transit Tuesday" that includes all the ways you're making it safe, cheap and convenient. Give people stickers on those routes for a month. How to pay for it? I hear we spend billions and billions subsidizing car traffic.
- Viscount Bennett site has been subject to developers looking to develop the site for high density residential purposes. When the land was gifted to the Calgary School Board it WAS INTENDED TO BE A SCHOOL AND ADJACENT RECREATIONAL PARK. Our STRONG RECOMMENDATION is for investment would be to PRESERVE THE GREEN SPACE on that parcel of land so that it can continue to be used by the community. It should be noted that the football field IS being used year-round for team sports, family recreation, dog walkers, and individual activities (football, children's park, soccer, frisbee golf, tobogganing, cross country skiing, and snow shoeing). This green space is an important contributor to the community. Invest in keeping it so!!
- Reduce restrictions and allow private investment in our communities. The days of caving to NIMBYs need to end if we want to have a safe, affordable, financially responsible community
- No - like all your choices
- The Douglas Fir Trail is a huge asset in the city and requires better management and upkeep.
- A bike path down to Edworthy park would be well used and would be much safer than having bikes on the current road down into the park.
- 1) Reconfigure the bus loop around Westbrook LRT station; move the library parking that is in the west side to the south side (where currently there is green space). Incorporate the current library parking space to be used as the bus loop. Where the road is on the south side of the building, close it, and landscape/hardscape it. Thereby, access to the library could be from outside the station, using the entrance where the former coffee shop used to be. This improves access to the library since you wouldn't have to cross a busy roadway/bus lane to get to the station entrance in order to get to the library. And having to go through the station to the library is just awkward and unpleasant frankly. Having access outside would be such an improvement. 2). Someone, please, buyout/re-locate the bottle depot on 26 Ave and 37 Street. The

homeless folks go from the LRT station, through our trash, and then to the bottle depot. And then they hang out on the corner on the lawns.

- Designated dog spaces should be integrated into the plans to reduce the impact of increased density and pets dwelling in the area and help prevent dog owners from inappropriately using park or school space for their pets. Currie Barracks is a successful example of this.
- Equity should be a focus. Why are some neighbourhoods (wildwood north of spruce drive) completely untouched by this process when other neighbourhoods (Glenbrook, in particular Graham park at 45th street and 29th Ave) severely negatively impacted by the process (example- Graham park now shows proposed 4 story buildings surrounding an entire park- this benefits no one but developers). The engagement booklet indicated that you "heard" that residents are not supportive of these large buildings bordering parks and yet the phase 3 map shows this entire park surrounded by 4 story buildings. It is clear that residents of wildwood north of spruce drive and residents of Glendale near turtle hill are being listened to, while residents of Glenbrook around Graham park are being ignored.
- Street design through this area really needs to be reconsidered, with more infrastructure for walking/wheeling/cycling. I am happy with the new pathway along 37th St SW, but it doesn't connect to much at either end. Would we ever design a road for cars that simply ends?
- Many other streets are prime for redesign, and in my opinion this needs to be part of the local area plan. A few that come to mind are 26 Ave SW (in its entirety), 45 St SW, 29 St SW, Sarcee Rd (17 Ave is probably too far gone at this point). I regularly cycle (year-round) on all these streets and it is extremely uncomfortable and often dangerous. In my opinion, considering the street design addresses many of the priorities listed and could be a key part of the transformation of these communities - climate change, good for local businesses, provides access to open spaces without driving, great to pair with a diversity of housing, and strengthens the transit network. Thank you!
- Deal with the crime hub that Westbrook mall/LRT have become.
- It is great that attractive facilities where people want to come is upcoming in Westbrook neighborhoods area. I think this change will make more people live and visit this area to make our neighborhood alive. However, more population always need more core facilities like police and fire station to make people safe, and schools for education. I think this core facilities should be placed in more area to cover increased population that will mostly happen along with neighbourhood development.
- It's been 10 years since the West LRT was completed and the area around Westbrook Mall train station is still not completed. If this is indeed a priority, why hasn't it been finished?
- Another value would be completing construction projects before starting new ones. Living with the mess of construction for years really detracts from the entire area.
- I love the priorities outlined. I think it would be ambitious to achieve them all, but if we can do that it would make the community significantly better! I love what the City of Calgary is achieving here.
- CHILDREN SHOULD BE AN INVESTMENT PRIORITY FOR PARKS - Don't just focus on kilaarney and optimism but maintain quality areas & maintain open feel and accessibility for ALL parks. NO park should be surrounded by 4 story development. Large 4 story buildings are a SIGNIFICANT barrier to neighbourhood children accessing

parks on their own. 4 story buildings should NOT be located next to a playground area (example the park at 29th avenue and 45th street should NOT be surrounded by 4 story development, as shown in the map - It would impede access to the park and create significant safety concerns for parents. 29th avenue should be left as under 3 story!)

- we've seen is the
- Yes. I'd love to see a small commercial market/café added to focus vibrancy to life in Wildwood near community center. Best example we've seen is the vivacious Italian market in Acadia!
- The area around the Westbrook LRT station needs to be a priority. This area attracts social disorder/drugs/violence. A development plan which is diverse needs to be promoted & actioned as soon as possible.
- why is there no focus on developing parks green-spaces, which are often are in this prt of the city? That is good for the environment and benefits quality of life. Instead, the focus seems to be creating an 'urban jungle' that crams in as many people as possible...
- Increase train and bus service (need more). Add free parking for transit riders
- Pedestrian focused parks. Traffic calming measures. Open spaces supported
- Don't let Boardwalk properties in area!!
- We would love to see the empty lot around Westbrook LRT turned into a free community space with trees and a spray park-> this would help with so many issues. More trees! Developers show up and do not build parks etc. like they would in new communities. Tell them to give us trees. Energy/grid changes for climate.
- When the west leg of the LRT was built the community was shown parks& shops. They were located on 17 Ave & 33 St & @ Bow Trail & Spruce Drive. Still covered in weeds& dirt 10 years later. Our faith in City planning based on this is your full of lies!!!
- Develop the area around Westbrook LRT. The current gravel wasteland and a construction storage yard can be changed to a better space for people.
- I support the stated core values, especially the addition of affordable housing and greater mobility options. I ride my bike to the university for work (weather permitting), so perhaps priority could be given to mobility options that connect different communities, rather than within-community connections. A concept like " core"/ " main" routes and " collector" routes may be helpful for bike lanes as well as roads.
- Investment priorities for who? Certainly not the people that already live in this area!
- It seems most comments are about rental. Why not semi-detached homes allowed on current large lots so more people can own a home (if they choose) in an older neighborhood. Our "villa' style house so seniors could age in their communities.
- Build a parking lot at Westbrook station. Do something about the [illegible] homes in the area. No affordable housing options. That's what the other communities are for.
- Parks + open spaces- more accessible for all abilities. Greater accessibility around transit stations (for wheelchairs, visually impaired crosswalks, etc.). More affordable housing options for low income seniors+ families. Affordable commercial spaces for non-profits, shelters.
- Honestly, I disagree with most of the growth initiatives the City has planned for communities that are single dwelling. However, I believe there is a lot of opportunity for development along 37th St and the area surrounding the Westbrook LRT station. In the spirit of open communication and talking amongst people in the neighborhood this comes across as patronizing and unaware of what makes these communities great and desirable in the first place.

- Redevelopment of 37th St SW is the biggest waste of money; the City has ever done.
- In Europe all crosswalks are raised to speed bumps height. This calms traffic and encourages mixed modes of transportation. Make a distinction between collector roads and streets. If we're adding a focus on a neighborhood connector for 37 Street it needs to have reduced traffic flow, more human-scale elements, crosswalks at every intersection, narrow lane width, benches, bike paths. See YouTube and search for STROADS.
- Replace council members.
- Continue to develop and encourage cycling in this city
- highly recommend investing in paving back lanes in the Westbrook communities. Paved back lanes promote/facilitate more areas for pedestrians & cyclist to move about the community, promote/facilitate laneway & carriage house style dwellings, deter vagrancy, lettering, vandalism & prowling/trespassing, decreases dirt/[illegible] runoff into storm sewers, prevents lane erosion, reduces dust & dirt which improves outdoor air quality and resident enjoyment of outdoor space.
- Stop destroying established communities.
- Completely revamp Westbrook Mall. Add at least a 2nd level of stores plus commercial spaces. Build a complex just south of Westbrook Station (north side of 17th Ave). Main level could be parade & the 2nd and/or third level could be a housing mix of medium to high density apartment with some row houses.
- I think if you want to help seniors in place in their neighborhoods, there have to be some 3+ unit homes developed that are not multi-story. Stairs become a bigger problem as we age. Apartment type buildings can't be the only option.
- Look beyond high density to support LRT and support quality of life in established communities
- Why not some real nice row/cabbage town housing. More upscale. Keep our beautiful neighborhood (Glendale) beautiful. < 3 story units. Build some classy things that bring the area up and not down which stupid retail shops do.
- Small retail shops
- Stop it!
- Develop additional transit to downtown
- Rather than making Wedgewood Drive/ 9th Ave a connector Street I would consider making Worcester Drive adjacent to Bow Trail a connector street. This is already next to busy Bow Trail and is way more suitable for 4 story buildings. These 4 story buildings would even act as sound barriers to homes behind/around that are close to Bow Trail.
- Community center upgrades. Programs that bring community together for single people too not just families with kids.
- Improve walkability along major areas- 17th Ave and the street that runs directly south of Bow Trail. It's a depressing and at times scary walk to get groceries when commuting east to west.
- Yes, every permit should only be given when sufficient underground parking is part of the development (no place for additional surface parking). Second, increase in household inevitably means more traffic means more traffic including more vehicles (no need to deny this), so first roads should add more lanes and traffic lights removed there is an abundance of these locking everything down without much needed safety (as research evidences).

- Security- a lot of homeless slash drugs addict move left in the neighborhood in the past 20 years. I found regularly syringes in my back alley (24th St) walking close to alert station day or night is scary.
- Westbrook LRT greenspace needs development security plus lighting. Don't need wider sidewalks need parks plus safe spaces to play.
- Trees, I love living here but feel that Calgary as a whole could really step up their game with tree planting and using the vast amount of grass space to add some trees. It would help with the absorption of carbon dioxide the beauty of the city and would even help with wind!
- Sarcee Trail between 17 Ave and Bow trail (N bound) and between 16 Ave NW and Bow Trail is insane!
- Change is not always a good thing- several homes in the area have been purchased by or passed on to children who wanted to stay in the community families want gardens, yards for kids swings etc.
- I want to be able to have a garden that is not shaded by adjacent buildings. Don't want neighbors looking down on me from a second or third story. Enjoy the privacy that the neighborhood provides. Lovely to know the neighbors.
- I think it's great! Really excited to see if this plan come to life. I have lived in Wildwood most of my life and would love to buy a house here one day but do not need a single family home nor can I afford it. I hope with more housing types there will be options for me.
- you need to question your need for imposing your concepts off growth plus change plus realize that it is not welcome plus only increases traffic, parking issues, environmental degradation plus crime. All of the fancy brochures and drawings cannot make these realities go away.
- The affordable houses, shelters, etc. should not all concentrate within one spot which is already super populated these must be built close to commercial spots. The surrounding of Westbrook LRT should be priority as it looks so ugly in the neighborhood and empty lot
- Everything is good
- Efforts should be focused on where most residents access services which is Westbrook station and Westbrook mall. Upgrades to beautify Westbrook station, such as more green spaces with local vendors (example coffee call my snack, convenience items) as seen in Europe and Asia would provide I live clear atmosphere and encourage residents to shop local it will also make the area feel safer which is a major concern today. The open area around Westbrook station could be turned into a picnic area with playgrounds for children or facilities to accommodate older residents (outdoor gym structures). shaded areas with attached solar panels like the bike rack structures which make the space more inviting and provide more green energy. Currently it feels like a wasteland the city also needs to focus on functionality I meant two more lizards here I don't stop there and ensure that there is appropriate access to businesses and services as well as residential requirements (alleys and back lane congestion due to high density). New buildings need to take into consideration adequate parking and should not rely on nearby residential streets but have dedicated parking lots for their businesses. This should be paid for by the building and not something that taxpayers should be accommodating for due to poor planning. The city should continue investing in gathering feedback from residents and taking that feedback into consideration before

implementing any plans it seems that the city is only interested in pleasing builders and not people of Calgary.

- Greenspaces must be kept intact- no rezoning ever! They cannot ever be recovered once lost. More green spaces will be needed with increased dense population. Housing diversity for seniors- not one of the proposed changes two housing would work for a senior. Small single story homes or small community single story group home units needed. Urban forest on private land is privately owned.
- Build the areas where schools are no longer in use (but preserve small green space use
- better kept public boulevards
- Never retail/restaurants
- Please be mindful of not on established park spaces and school yards with construction and assess we all love our oasis in the city and don't all want to sacrifice peace and space for density.
- Underground parking in retail in Westbrook.
- More transit. More bike lanes. More multi-family dwellings. Maybe more stormwater mitigation/management.
- Actually listen to the people who already live there! Whose idea was it to make such a mess out of the 37th St SW from Richmond Rd to 17th Ave SW? Huge empty sidewalks while removing parking in front of homes was insane. most of the day a former four lane road (with parking) is now down to 2 lanes! Unbelievable!
- 1.traffic calming!!! The city has neglected Westgate+ Wildwood for years in this regard despite very active Community Association+ citizen suggestions+ complaints. 2. Sidewalks, bike paths; increase availability, accessibility+safety; e.g. there should not be an off leash dog area adjacent to the bike path on the West side of the sort of Sarcee Trail at Bow Trail-> dogs + chasing pedestrians + cyclists. 3. affordable senior housing in communities -> current developers in Westgate are proposing 500,000 + units ≠ senior housing
- Fix the existing infrastructure. No more bike lanes are needed. Again counselors don't live here so they don't know that this is expensive if a structure for a select few+ a pool use of my tax dollars. City forgets these are not there \$\$ to spend.
- Have a owned street or block that rents out (at a subsidized rate) also subsidized by four local new businesses student run businesses, music/ art studios, pay what you can restaurant. changing status owned by city.
- Build the mall area out to be like Marda Loops core.
- Speed bumps. Posted 40 km
- not right now...
- Why is the Viscount Bennett school site not included in this design? Help from your map it is parts it is not portrayed as a park which is not accurate and is misleading. Poorly done.
- Be diverse with diverse plans so it is not a cookie cutter community make sure there is enough parking- not on streets!
- Have adequate parking space and good flow planification for driving in the area. Half innovative small local business within walking distance- easy access. Thank you!
- Carriage houses should be allowed throughout our neighborhoods
- Tax break on net zero energy developments

- I have lived in Glendale for 35 years, changes are needed to possible upgrade as long as it is done tastefully. It would be terrible if houses were our next or expropriated just for the sake of change
- I strongly support initiatives that would achieve similar outcomes as Bridgeland and Kensington. Keep up the good work!
- "No I think what is already said is good"
- Pedestrian & cycle overpass over Bow Trail where current pedestrian light is, about ½ way between 45 St & Sarcee Trail.
- Decrease the vagrancy! More upscale restaurants & retail establishments. No more high density housing!!
- No
- Westbrook is at a good crossroad
- Get rid of Westbrook mall and make [illegible] do city
- The only investment city is interested in is more taxable residences in inner city. Only money made is by developer and City Hall.
- Efforts should be focused on where most residents access services, which is Westbrook station and Westbrook mall. Upgrades to beautify the current Westbrook station, such as more green spaces, with local vendors (ex. coffee, snacks, convenience items ask teen in Europe and Asia would provide a livelier atmosphere and encourage residents to shop local it will also make the area feel safer which is a major concern today. The open area around bus brook station should be turned into a picnic area with playgrounds for children, or facilities to accommodate older residents (outdoor gym structures). shaded areas with attached solar panels like the bike rack structures would make the space more inviting and provide more green energy. Currently it feels like a wasteland. The city also needs to focus on functionality and ensure that there is appropriate access to businesses and services as well as residential requirements (alleys and back lane congestion due to high density). they should be paid for by the builders and not something that taxpayers should be accommodating for due to poor planning. The city should continue investing in gathering feedback from residents and taking that feedback into consideration before implementing any plans it seems that the city is only interested in pleasing builders and not people of Calgary.
- Continue to focus on Westbrook LRT zone as it is a big deterrent for living nearby (safety concern). Continue to upgrade existing natural/rec areas. Add more tables/benches + public restroom options (also water fountains for runners + pet owners). Continue to support small local commercial business.
- Crime to be addressed. Something to go in at 33rd and 17th add to commuting lower crime YMCA people when you tell them you live in Killarney associate it with Westbrook Mall and +++ crime. Proper grocery store east of 29th St not accessible or walkable - nearest grocery >2.5 km for inner city living
- Please do not destroy the character and culture of our RC-1 communities. We have large yards for gardens+ our kids toys- pools, swings, slides+ trampolines. Mature trees + wonderful neighbors, who all value the above. We live here because it's RC-1 and paid the price for what we have. My community has diversity in housing. Please respect us.
- I would like to point out that the journey to Westbrook from downtown on the C train is spectacular and it could be a highly recommended transit destination/Family Day trip spot if it had attractive facility such as interest (eg. fountain play area/ paddling pool/

roller skating ring/ ice skating ring/ winter lighting) and attractive independent shops/ cafes/ restaurants. Just saying 😊

- Encourage bikes along spruce Drive for purposes of commuting to/ exploring downtown. Make this corridor well lit, clean, safe, low speed limit, no/limited parking etc. Invest in Quarry Rd (gravel path) from Spruce Cliff to river- make it safe for recreation (including biking).
- Update the mall, remove Walmart to promote change in demographics. Remove the 24 hour McDonald's that promote the safety issues in our communities
- We like and I idea to build low modified homes around small parks or green spaces.
- See above.
- Bring back a stronger transit system throughout our community (add bike paths around Edworthy-re-develop the road) You removed. The one bus that run throughout Westbrook and now the closest bus is a minimum 10 minute walk away. Allow for development around boat trail near 45 end bold has a great opportunity for smaller restaurants, coffee shops and local shopping. This would attract people from Edworthy Park. Redevelop the area where the AMA is this is a poor use of space.
- Yes all Calgary needs to densify and fast. As property taxes are out of hand! Densify
- Redevelop/remodel, upgrade Westbrook mall Westbrook mall is the hub of this neighborhood and there are no shops of real interest in the mall other than Safeway, Starbucks and Walmart. Having a vibrant center would keep people in the neighborhood.
- Better pedestrian cycling infrastructure connecting houses South of portrayal to Edworthy park Edworthy means more people and bikes and less cars.
- I believe this area is well balanced in the areas in question
- Please do not develop our green spaces and parks
- Safe sidewalks and bike lanes that are also will connected with the vest of the city, and better public transit: more affordable, efficient. the neighborhood (and entire city in general should be less car dependent, and focused more on walking, biking and using public transit. I recommend checking out 'StrongTowns' nonprofit organization advocating to change the way North American cities are built (strongtowns.org). Also YouTube channels: Not just bikes, City Beautiful, City Nerd 😊
- Sidewalk restoration + widening (37th St southwest work is a pristine example). Community Association improvements (older buildings need revitalization)
- Options to increase community food spaces-community gardens, community fridges etc- specially with inflation + food costs- current community gardens small, not always in walking distance off apartment heavy areas.
- I like the commercial areas along Bow Trail, like spaces for coffee shops plus positive industries. Not more cannabis shops or industries that support addictions. We already had one murder related to having cannabis shops so would like to avoid that again. I would have much rather had the French poutines!
- I hope City Attorney will stop home run drugs operation in area. It is clear for everyone which direction every day ants run to the nest. That guy not living in neighborhood. Think this guy doesn't pick up the bottles from the ground (I did test it, to drop it.) Only they push a shopping cart to ants' nest. Ants are very smart. They carry full cart of junk to cover themselves. One guy very often rides on baby bike up and down back from.
- There is already a mixture of resident [illegible] homes in this area. I do not agree with increasing density further but understand that it will happen. Please keep it to the periphery. Why?- way too many cars crowded streets- unsafe.

- Make more park space and do not allow multifamily inside the communities. there are many locations closer to the core that could be developed.
- I do not mind some densification of our inner city community however it should be along connector roads. If the street has a 40 km/hr or less speed limit, then it should remain RC2. Two houses per lot. Poplar Rd. has two playground zones are net and should remain for single family dwellings and duplexes only.
- Remove and closed living space requirement for 3+ floor options.
- Upgrade security at Westbrook LRT station. Renew and replace street signs. Make them larger and easy to read please do not make street signs smaller. Why are there vacant houses in Rossarrock? Absentee loud roads? Rental accommodation is difficult to find at reasonable rents for seniors + families. We do need more living spaces for low income seniors + the working poor.
- We do not want to waste taxpayers money on wider sidewalks or traffic calming measures, as has been done on 26th St SW and 37 St. Try fixing potholes, paving streets maintaining infrastructure and existing recreational facilities, such as tennis courts, baseball diamonds and golf courses. Try weed control and planting flowers at shaganappi golf course rather than letting it deteriorate.
- You have mentioned that changes in zoning are out of scope of this engagement survey. However, I'd still like to reiterate the benefits of mixed-use development (specifically commercial plus residential) on the vibrancy and attractiveness of a community. I hope to see more commercial activity go hand in hand with traffic calming, Increased walkability/cyclability and densification of residential area. Thank you for engaging with the community! 😊
- N/A In Sunalta West
- No. Big supporter of improve street scope + public realm, along with the comprehensive feel + bike connections. We walk a lot in the community and wider sidewalks which greatly improve this, along with more focus on pathways, such as they plan into new communities. Further- despite being a few blocks from the Safeway and Westbrook, I rarely walk/bike to get groceries as the past does not feel welcoming/the norm for non-drivers. Thank you!
- No, I think it is just perfect! Thank you
- Invest in parks fixing+ widening streets, traffic calming, community centers versus cash grabs like commercial development and high rises in neighborhoods where there is no demand or desire from residents. [removed]
- None
- No.
- Walkability is one of the keys to a successful community so I welcome commercial properties, restaurants/stores, recreational activities, mixed housing, transit availability being accessible from Wildwood.
- Yes, more coffee shops, restaurants little shops + places place to hang out (patios) + park areas like Marda Loop
- Keep all developments South of Spruce Drive.
- More bike lanes and public chargers.
- Near 17th and 47th could be light commercial similar to Bow and 45th
- Lots of unoccupied/undeveloped areas around Westbrook station I would love to see more commercial retail buildings and some urban park near station.

- Encouraging arts + environment focused themes and businesses would be an asset to the area overall for quality of life.
- Ya, stay out of residential areas. R-1 only. Compensation is due homeowners if changes are made! I want to see same plans for Mount Royal, Elbow Park, Britannia.
- Invest in community driver project and development not investor driver, that's what is being done here.
- Stop with 3+ units!!
- Tax incentives for small, non-chain businesses that provide community services (eg. Specialty food stores, small scale restaurants, convenience stores, coffee shops, arts and craft stores etc.) re introduction of intracommunity bus service throughout Westgate. More frequent bus service down the length of 45th St. Priority traffic signaling to more readily out of community (eg. left turn signals!! -> quit bypassing our needs for the convenience of hill developers.
- Invest in parks+ open spaces- beautification+ preservation of our nature habitat is # 1. Beautify + update storefronts along Bow + Westbrook mall this will encourage + help grow our communities in a Safeway putting money in the right place. Shops + storefronts as you see in the neighborhood connector should be placed in the Bow/Westbrook areas not in established communities. Think about the future! Nature is number one and we do not mess with it!
- The Westbrook community planning session held Tuesday June 21st was nothing more than a dog and pony show by the city of Calgary. The City can claim they have had input by the community residents, but the sad reality is nothing we say or want will transpire. The city wants higher density for inner city communities and City Council will make that occur no matter what we want... Period
- Continued support of green spaces like Edworthy Park for the community to enjoy and the small community green spaces too. Bike lanes are great (existing).
- The city of Calgary wants all this it seems that what I just put down would make a lot of people very happy. On spruce Dr heading from Bow Trail 2 words Edworthy Park it would be a really good thing for the city of Calgary if you would put some benches on the north side of Spruce Dr where there is a lot of space for a few benches. You have to have them everywhere? There is a lot of space on that side of the road close to where the trees are. Lots of us that are over 65 there is nowhere to be to rest after a walk please.
- Encourage recreation opportunities in Edworthy Park and Douglas Fir Trail, while protecting and restoring sensitive environmental areas and steep slopes. provide opportunities for year round gathering and diverse recreational activities to complement the primary use Shaganappi Point Golf Course. A fenced off leash dog area is crucial. A proper walking path would be helpful for crossing sensitive environmental areas. A suggestion for streets and roads: a where the road from Edworthy Park + "dog" parking lots meet spruce Drive.
- Traffic calming on 37th St north of Bow Trail and Spruce Cliff Drive. Latter is used as a racing strip.
- Looking forward to revitalization of the area with trendy businesses + more walkable local businesses to support.
- Westbrook mall revitalization or redevelopment into mixed commercial residential.
- Extend the deadline

- My biggest concern is Westbrook mall and its surrounds. When I move to Calgary in 1982 I was the mother in a young family. The nearest mall Was Westbrook Mall but I found it too dingy and depressing to spend time there when I wanted to shop indoors with or without my children I chose market mall for this. When I moved it was to the northwest quadrant of the city. Now 40 years later as a senior I live quite close to Westbrook mall I find that the density in my area has increased markedly, as has the ethnic mix of the population. Both of these trends are continuing, and I consider both to be positive. Unfortunately, the nature of Westbrook mall has not changed. There is tremendous potential here to increase the size, space and appeal. The mall needs to be larger filled with light to have comfortable seating areas with natural foliage, as staffed children play space appetizing restaurants and businesses that will attract many different people. Busy, potential noisy areas must be separated from quiet, restful areas. A wide corridor that forms a circle would provide space for indoor winter walking as well as increasing business space. It could attract a variety of potential customers who range in age, income level and ethnicity, for an appealing, inclusive shopping mall experience. The city could subsidize entrepreneurs, or groups of entrepreneurs to help them get new shops established and stable. How about a music store that gives music lessons a kitchen store that has cooking classes, I yarn store that teaches knitting, crocheting, macrame, weaving? As toll could be for different farmers in the winter and crafters and artist in the winter. A local theme or subtheme would be unique. A climbing wall or other activity that is associated with the mountains or the river would lure new people to the mall to try new activities. Uh hi apartment building attached to the southeast corner of Westbrook mall which increase density in an acceptable place. It would also bring residents directly into the mall, tremendously increasing the number of mall customers. Not only would this be attractive to the retailers, it would strongly encourage new restaurants, bistros, even brew pops to establish themselves at Westbrook Mall. Calgarians would be attracted to live in a place where they could shop, eat and enjoy leisure time without having to go outside as well as be very close to the C train. The lands South of the library and see train need not be an eyesore. Vac and land is precious especially as density increases, but it needs to be user friendly. Considering the restaurants in the immediate area the people using the C train and those who are using the library there is a great need for an urban park for a walk, arrest, a place to read, to contemplate nature or to enjoy a take-out lunch. Add the residence of a new apartment building and the need becomes acute. As well as the existing path to the C train, we need mentoring paths, bushes, zero scaping with natural vegetation including wildflowers, a pond or fountain and many trees with a variety of spots to sit alone or in a small group. My vision is of attractive, varied, interactive indoor and outdoor space come on something that I think is lacking in Calgary. We need an area which appeals two residents at all stages of their lives, is wheelchair, blind, deaf and sensory overload friendly. The Westbrook mall area could demonstrate how to prepare for a future in which there are more seniors and fewer cars. I strongly believe that this is our chance to get Westbrook mall and its surrounding space right not to do so would be a terrible loss of an opportunity that may not come again. [removed]
- None
- I would like to see more businesses for shopping and recreation coffee shops, breweries, etc.
- If and when market Conditions become favorable, redevelopment of the Westbrook mall will be potentially positive catalyst in transforming the Westbrook community.

- Litter cleanup (garbage) we will help. more LED lighting to discourage homeless from staying in certain areas i.e. Westbrook Station
- Calgary needs more low income and rental properties
- I am not sure why you keep mailing out this pie in info, is it supposed to give the community members a warm fuzzy feeling before you move on with your preplanned rezoning?
- P.S. I have already mentioned the above comments in the previous survey.
- I would like to see traffic calming put on spruce Dr. Why are there no speed bumps in playground zones roundabouts at intersecting streets. Every morning vehicles are turning around in the intersections... traffic circles would be a good idea. Perhaps the new road into dog park and Edworthy from EU turn construction on both would make our neighborhood roads safer.
- Less businesses that are chains and more businesses that are local and independent. we have enough chains in surrounding areas (i.e. malls, strip malls, etc.).
- Advanced left signal lights on 45th St (north) to turn West onto 17th Ave. Advanced left signal light on Bow Trail (west) to turn left (south) on 245th St SW.
- More coffee shops, restaurants, urban businesses to refine the area. Also, dog park like Bark Park at Currie would be nice.
- Of the various choices-> sidewalks-this is a busy walking community and a community of all ages-safe, smooth-push a stroller and safer for elderly.
- I don't understand the traffic calming intention- all it does is to slow down how efficiently traffic can move through an area. 37th street now appears to have removed street parking- I would be so upset if I lived along there. The wider sidewalks are poorly maintained in the winter- along 8th Ave (west of 45th St) is iced up all winter long- it is not usable.
- No to any more bike lanes- they are barely used in the winter, and quite frankly frightening as a pedestrian to attempt to cross them. They only appear to take away from our roads being efficient. Wider sidewalks? Why? The newer one along 8th Ave (west of 45 St) is poorly maintained in the winter- it cannot be used. Why would you take away from our roads to do this? If you increase the density of the community- the roads and access need to be able to support the flow- feels like it's going the other way.
- More green spaces and beautification are required. With all the extra people when will they "recreate"? Many new six storey buildings noted in other areas of the city are very close to roadways and limited outdoor space, so additional options (to exercise, dog walking etc.) within the community will be needed. Don't create a tunnel of tall buildings. Too much traffic and are overwhelming.
- Secure indoor bicycle parking near Westbrook station. Walking streets (like Stephen Ave) around where Westbrook Mall is currently located (Besides I'm not seeing any parking lots on the map. Increased tree coverage
- Street parking limit. Make sure 3+ units have back alley access only for owner parking. Water pressure reduction is an issue when you add more users in single family neighbourhoods.
- Please add transit and walkability to your climate change priority. If we aren't proactive about making our communities sustainable, we'll have to put so much money into management strategies. Bike lanes, paths, and accessible bus stops (with reliable transit) immediately decreases the reliance on cars for our community.

- You need to keep green spaces green. There are a lot of families and schools in this area. Parking, crosswalks, sidewalks, bike lanes, need to be considered with a growing community. Instead of tearing down bungalows, upgrade them or allow them to be instead of allowing more 4 plexes. Soon there will not be diversity in housing if everything gets torn down.
- Stop pushing through re-zoning with fake consultation like this
- Traffic calming measures are badly needed on collector streets, such as 51st SW. The latter has become a shortcut for high speed drivers. 20km/h zones are not being respected. Planting trees on both sides also tends to reduce speed. Noise has also significantly increased in recent years, so keep noise mitigating measures in mind when planning (eg: Sarcee Trail)
- Why isn't area by LRT b/w 17th Ave and the main entrance not developed?
- I would like to see climate change higher on the list. Community plans for more sustainable buildings and garden practices i.e dandelion allowed zone (where neighbours know what they're agreeing to so they don't fight about now mowing often and dandelions etc. More diversity of rec would be great! more basketball hoops etc. It's outside this zone, but Richmond Green path should connect with pedestrian overpass.
- Viscount Bennett site has been the subject of developers looking to develop the site for higher density residential purposes. When the land was gifted to the Calgary School Board it was intended to be a school and adjacent to recreational park. Our strong recommendation for investment would be to preserve the green space on that parcel of land so that it can continue to be used by the community. It should be noted that the football field is being used year round for team sports, family recreation, dog walkers and individual activities (football, fresbie, golf, tobogging, snowshoe) This green space is an important contributor to the community. Invest in keeping it!!
- Bike paths and better walkability. More density, less cars.
- Increase funding to off leash fenced dog parks. The smaller dog park in Killarney becomes a mudpit in the spring and there are so many dogs that go in such a small space. Disease is prevalent, it is not hygienic
- In this section you mention 'Encourage recreational opportunities in Edworthy park Douglas Fir Trail' In my opinion the Douglas Fir Trail is ideally pristine as it is right now (with the little lookout half way up) and needs no further enhancement, recreational or not. Just my opinion
- Figure out how to get Westbrook Mall developed instead of negatively impacting nice existing neighbourhoods. Do not allow large (3+ and more) buildings to surround any public park. NO park should be bordered by increased development on all sides!!
- Your idea of increasing safety with traffic calming measures actually makes the routes more dangerous. Drivers now have to worry about collisions with other drivers and you have stemmed them smooth, orderly flow by narrowing intersections, thus increasing traffic aggression. You are not concerned about community identity: You are destroying it. Don't waste my money on climate change except - possibly - changing the buses to hybrids.
- After covid, lesson learned, keep things spacious, don't over crowd
- Would like some more coffee shops in the area / local business
- None

- Based on my discussions with my neighbors, it is my impression that the inclusion of affordable housing is a priority of the city, rather than residential, I do not see this as a priority.
- Focus on pedestrian safety on smaller, narrower streets by keeping small scale homes in these areas. Focus on protecting urban green spaces so they will be in the city for generations to come, ensuring a healthy community in the future.
- Reinvent Westbrook Mall - commercial and low, mid or high buildings i.e.: North hill Mal. Close to transit, grocery or downtown, could attract seniors and young adults. Opportunity for low building housing around 37th St. Old run down duplexes not a good use of space. Look at the old buildings in the area that are not a good use of space.
- Parking - One parking spot per unit is insufficient. While developers want to maintain the fiction that in today's world, there are fewer cars. This is proven false by simply looking at the street after a new multiplex opens up. Toronto sometimes puts on the land title, that if street parking permits are issued in the future, new buyers are not eligible. Especially crucial for large apartment buildings. I think the City should charge all street parkers a fee.
- Much has been made to promote walkable areas yet we live in Northern Climate and have one of the most extensive +15 systems in the world because of extreme weather we deal with a great portion of the year. Seems counter intuitive to promote walkability urban planning which is only feasible for a minor portion of year. Several seniors I know choose not to walk due to the sidewalks and unplowed community roads. coffee shops and daycare at tri-glen closed due to under usage, why would you promote more unsustainable businesses? Instead, consider these commercial endeavors to be incorporated in already existing gathering places i.e.: community halls, recreation facilities.
- Develop commercial around and on top of Westbrook Mall. Develop unused parking - vacant lot by Westbrook LRT for commercial and high density residential
- Go to Vancouver's METROTOWN and study it and see how it should be done
- Buy smaller apartment buildings and replace with bigger ones. Pay people along busy streets a good price for their home and build there. Leave Glenbrook alone.
- The concept of sustainable growth is a misconception. With new suburbs planned for Calgary they represent a better option for developing the type of community currently being forced upon Westbrook residents
- The first focus for this project should be safety at the Westbrook transit station. Following this the work to revitalize Westbrook mall should be the first step this area has loads of potential to be able to increase density, commercial opportunities and become a commercial center.
- Clean up and revitalize Westbrook mall and its commercial offerings. Focus on reducing crime ads and around Westbrook mall and transit station and surrounding parks.
- Please focus investment on crime reduction and revitalization around Westbrook mall, LRT station, Killarney, 17th Ave. Significant opportunity for improvements and subsequent outcomes from this including economic impact. I have not set foot in Westbrook mall at all as a result of safety. Thank you for your consideration.
- Respect for the people living here now! Any blocks up for redevelopment should be put to a vote and then only proceed if 80% of residents approve. At least 50% of city taxes should be returned to longtime homeowners if high density goes in! Any homeowners

should get paid a 20% premium to appraised house value if they seek a 10 year notice should apply before any changes.

- Add amenities to parks. Don't build up near them so people who can't afford new infills aren't screwed out of using them because of parking.
- NO! Enough is enough!! It should never be about how many tax dollars can the city get!!
- Speed up development process. Reduce red tape!
- We do not feel that affordable housing is a priority in an established, mature residential community. The city may feel that this is a priority anywhere however, residents feel differently.
- Focus on child and pedestrian safety in smaller narrow streets by keeping small scale homes in such areas. Focus on urban forests and green protection to ensure healthy communities
- Please increase and focus investment on parks and open spaces and historic natural resources. The many children in the neighborhood will benefit from this investment which will also help preserve the urban canopy/forest. Please invest in new playground equipment in area playgrounds like the Glendale Community Association, Graham Dr park, Glenbrook Community Association, and the playground north of Glenbrook elementary school.
- None, we do not need anymore commercial centers. We have no idea where these planning ideas are coming from.
- Improve 45th! This has continued to be an issue ever since Bow Trail and access to 26 has been eliminated. I cannot get in and out of my community and your priority has always been for the hill dwellers (Strathcona) and now you're putting a U-turn for them! Put advance lefts on all directions from 45th / Bow and 45th / 17th.
- If I were going to build 12 story, I would suggest across from Tim Horton's on about 39th St. Across from the shopping center, on the north side of 17th. The reason being, there would be an opportunity for movement of people. The corner of 39th and 17th could absorb the traffic and the cars. It's a kind of area that easily could accommodate a large building
- Force basement suites. Need more options
- Area South of Westbrook LRT station has been growing dandelions, thistles for 10 years. This should be a priority instead of ruining nearby communities.
- If increase density: Why no c-train parking at Westbrook station (17th Ave and 45th Stn) Shaganappi Point STN? And you want to put high density? Who are you investing in? Communities are the real estate business? Why high density in compact areas already at 51st St/Richmond as well as 30th St and Richmond?
- I read the booklet and it is clear enough that the major decisions that matter most have already been made without much consideration for those who will be impacted. I consulted with my Community Association and they confirmed that this is the case. I will not play this game of commenting on details when the big issues are being imposed on us. My input is to stop the top down social engineering and leave established communities alone!
- Better access to transit - not convenient unless you reside on the c-train line or a major route. need feeder bus access in Westgate during peak rush hours. Can take 20 minutes to walk to ctrain.
- More parks should be created either by: developers to make green spaces on private developments, city to clear larger areas like a city block to create parks. Sidewalks

should be wide and more trees shrubs and grass. Along collector streets, bike parks should be created, separated from the roadway. Like in the Netherlands. Allow for patio space by commercial developments.

- Concentrate high density-don't add it everywhere. Thank you.
- Overall plans are very exciting and well thought out we look forward to the execution of those plans.
- Broken sidewalks, back alley repairs in old communities. Sewer and water upgrades in older communities. Green spaces for families within communities. Sport fields for kids and playgrounds.
- No.
- Climate change imperative in this core value is a focus on consent constructing high performance energy efficient buildings (ex. passive house) buildings account for ~ 47% Annual global CO2 emissions yet you don't even reference building quality/energy efficiency in your priorities. Calgary could be a leader in revolutionizing they built environment with a focus of this nature where is building quality in your planning?
- I do not have additional ideas.
- Designs must take better account of shadows cast by three story and structures. The character of districts in fall/winter/spring it's noticeably darker and gloomier by arbitrary placement of tall structures. Sunlight it's a precious commodity and two rob this street of this is unacceptable. This architectural feature "flaredroof" in 3 story duplexes is ridiculous- should not occur forward streets.
- Invest more around transit stations, particularly around Westbrook. Leave parks alone!
- What does investment priorities mean? I don't see indication of areas for community centers with skating rinks or place to fly kites.
- Multifamily homes (apartments/condos) on the empty field by the Westbrook LRT station.
- Fix roads!! Been waiting over two years to fix broken pavement, still not done after many 311 reports! Fix empty fields by Westbrook station- full of garbage. please stop wasting money this way. Thank you.
- I believe we need to ensure sewer and water are upgraded in the old neighborhood before bigger developments are approved. We need more safety measures added on connectors to slow down more traffic.
- Yes. Increase green spaces and walking paths. Decrease density and development
- No- Not until an impact statement is done.
- Spend some money to put electrical underground in our neighborhoods and at the minimum get rid of the random electrical cables strung between lights on our streets- replace all lights on our streets or none! What an eyesore!
- More public housing! Everyone has the right to safe living environment, no one should be unhoused.
- More money should be spent in revitalizing the 'play' areas in Westgate Park to include tennis/pickleball courts
- Take all your commercial, strip mall plans below residential homes and build up Westbrook mall instead. Take all your density drive and build on top of Westbrook mall and other commercial businesses instead of building below stacked units. Calgary (west), our neighborhoods don't need retail stores every few kilometers. You will turn our communities into concrete vacancies much like downtown core and it's plus 15 world. make Westbrook mall into your super sized high in the sky, shopping center.

Progression doesn't mean to take away live ability and proven success and support already established. Your massive development is very egocentric and vain with all due respect. We hope your "What We Heard Report" It's truly accurate and not self-fulfilling. Builders and developers dictate house paint colors- so how come materials etc. not discussed here within page 18 of your plans???

- Increase policing crime is up ever since the arrival of the C train. Priority traffic lights to help traffic in and out of community- of Bow Trail. Interchange at Bow and Sarcee. Stop traffic short cutting on 45th St. Important to support seniors to age in place/making them more, even within the community is not supported and has [illegible] effects
- Commercial/retail @ 45th St C-train station (i.e. small grocery, commercial or pub). Improvements to Edworthy Park -> healthy forest, trail improvement.
- My main concern redevelopment of any type: just how liveable is it for the actual residence- how good is the is this sound proving? Buildings are too close together; perhaps apartments etc. should include courtyards... does everything need to be the same? Everything costs money so consider design more... Plastic cladding needs to be outlawed. build better quality!
- The Westbrook mall is quite simply awful. That is prime real estate that does not have decent restaurants useful shops (except for Safeway, Walmart, Marks). It would be nice to see this as the "heart" off Westbrook and completely redeveloped.
- The City should invest in planting trees. Actually, putting in bike lanes (safe bike lanes at 37th St and Richmond Rd, safe bike lanes at 37th St and 46th Ave to safely reach regional pathways at North Glenmore Park). Building more parks, not selling off green space. The new street lighting on 37th street is fabulous. Why didn't you put in a proper bike lane? 45th St needs a proper bike lane. Clear bike lanes from C-train stations. A splash park at Optimist Park would you be great for families.
- Improved CPR railway right off way fencing, and trail [illegible]/re-alignment (many dirt trails exist within CPR railway and there was a recent fatality ~ April 2022). Improvement/rehabilitation off the Douglas fir trail. Westbrook mall and Walmart and the train station attract a few dangerous individuals/crime/etc. to the area. I would suggest revitalizing Westbrook mall as a starting point to tackling this issue. It is nice to have Safeway/Mark's/Sport Chek, but some other stores within the mall and surrounding area are quite dated and likely do not attract the "rich crowd". Thank you!
- Roundabouts on 19th Ave would greatly improve it as a bike route. A stop sign on every block is very disruptive to cyclist. Development is required on the corner of 17 Ave and 33rd St, however there are very few green spaces in that area. Making some of that corner into a park would greatly improve its look and livability.
- Who said Westgate residents wanted this? Where was the communication that clearly stated the benefits of changing the community? Why does council get to vote on this issue when they are not residents of Westgate? Where is the accountability?
- Making the area around Westbrook mall safer. The train attracts some very unpleasant situations for everyday riders and this often filters to the shops at the mall, making it an unattractive shopping option.
- Allow more than this density, designs, and new ideas.
- We need to incentivize the cleanup, upgrade and facelift of 17 F from 33rd St to 45th St and off bold trail 33rd-45th. Upgrading existing commercial spaces should be just as important as in as adding new- incentivize the owners to do so.
- Moderate contextual development. Improving 37th and 17th is a great start!

- Despite construction closing the road you scheduled routine street cleaning on Easter Monday! People have guests at this time and I got a ticket when my street wasn't swept due to construction closing the road. If you want community involvement the start by not doing [removed] things give me my money back!
- Low cost housing should not all be put together. That is poor social planning.
- Repainting clear pedestrian crossings in key areas for visibility and a reminder to motorists that pedestrians are a priority. No parking 5 meters from busier intersections- you can't see! Speed limit signage as a reminder of the 40 km/hr limit. Seating in green spaces, additional trees, repair potholes. Encourage specific types of businesses to increase access to residentially focused and amenities example cafes as small fitness studio dog daycare.
- Is this how [removed] and the City get rid of seniors in their bungalows and let companies like Roman homes build higher homes so people can look down add them in in their yards. no privacy anymore. not a senior friendly city anymore.
- A splash park for the kids of this SW neighborhoods 😊 More trees in the commercial corridor. Update the exteriors of the Shell to Husky mini mall stretch. Could certainly use some revitalization including trees being planted- concrete jungle.
- None of development support first time home ownership as most will require condo fees which make ownership impossible for people just starting out
- For the parks and green spaces southern states climate change values: please consider wildlands/uncultivated spaces/replanted prairie in the bigger parks: less lawn, more beauty and nutrient and water retention. for the mobility value: please keep upgrading sidewalks on residential streets to have ramps versus high curbs at corners.
- Major work needs to be done to the Westbrook LRT area. To add basined field attracting vagrant and unsafe. Personally, would not take the transit from that station due to how unsafe it is. Also, areas need to be cleaned up like the abundant building the city bought for the LRT project years ago (16th Ave/39/40th St) set vandalized and dumping ground for trash. Also, the boarded up Rosscarrok needs to be dealt with, affects residents, property values surrounding it and attracts vagrant setting up camps.
- No
- Preserve and maintain greenspaces. fix the roads (26th Ave between 14th St and 37th it's a disgrace). Don't Waste time and money on constraints to traffic flow on collector and major road ways. Efficiency and effectiveness! It's unbelievably ridiculous and incompetent to have intersections such as 26 Ave and 37th under construction for years. Snow removal for roads sidewalks bus stops. Snow and ice are major barriers for seniors for months every year.
- There are lots of kids that are going to Wildwood School from south of Bow Trail, and kids from north of Bow Trail going to school south. Pedestrian/biking connectors along 45th St would help. Improvements to the boat trail 45th St intersection to make this more safe.
- No, leave it as is. You're ruining our old history of the neighborhood.
- Let's renovate Westbrook Mall for something more attractive and with retails that we can actually use. You already have 45th St SW to be developed, leave the residential alone.
- Get Westbrook mall area redeveloped before allowing major redevelopment further out. It is an eyesore full of crime that need focus (seems to have been forgotten). There are too many payday loans, cannabis shop, and other dumpy businesses in the area.

- A few strategically placed commercial places, incorporating retail and professional buildings. Not more residential along 45th add 17th Ave SW. please allow Glendale to be an R1 residential community without stacked townhouses, apartments, duplexes, don't ruin Glendale like Killarney.
- There is little commercial development away from the mall and main street areas. We'd like to see more retail development at Spruce Cliff Plaza. The streets from 17th Ave along 33rd St and Spruce Dr, and leading to the mall from north/northeast e.g. 8th Ave SW are ugly and not walkable (or attractive for pedestrians). I think Spruce Drive could benefit from retail. Would love to not use my car but it's not appealing.
- Approach investment priorities from a full lifecycle perspective. We keep paving 37th St and adding trees without watering them and we replace them with new ones every year. Please prioritize policy with bylaws and community plans. It is inefficient to spend time with City Council on these zoning issues on a piece meal basis. Thanks!
- This is a high-income area and things are good. invest more money in fixing low-income areas like Forest Lawn. We are rich, we have enough.
- Built on Westbrook LRT eyesore and crime attracting land dispute ownership by[removed], and his greedy slimy cable off developers. Transit oriented development was key [illegible] of LRT built years ago and nothing has happened, catering to these greedy developers widely believed to have too much influence at City Hall.
- Let's look after our children and the future as well as safety for animals and pedestrians. Smaller and narrow streets do not help with the safety of our community, pedestrians, animals and children with speeders that now exist.
- Question: are the Wildwood Elementary School and Westbrook Mall remaining in their current location?
- Traffic calming in Wildwood is imperative- currently a huge issue with people using Spruce Drive to avoid Bow Trail congestion. Improved city snow removal- in particular on city spaces. Walkability too small local [illegible] spaces. I didn't say accessible services and housing for seniors.
- I do not.
- Show me your plan to fix roadways first and then we can talk about increase density.
- It is confusing to me why city seems focused on promoting walkability for a city that experiences such cold and inclement weather for most of the year. Simply unrealistic especially if city not able to commit to snow plowing all roads. As such, commercial development does not and should not be promoted so extensively. Seniors will not walk on icy sidewalks and roads. Perhaps coffee shops could be encouraged in already existing gathering places i.e. community halls, sports and recreation center.
- More safety.
- How come a coffee shop is never put on Bow Trail? medical centers and oil lubes! Multiple story around schools and Spruce Dr is unacceptable.
- Mostly I think you have gotten to the right balance at this point in the plan. However, as stated above, Traffic Safety issues (particularly in Wildwood, 45th St/Spruce Dr and on 37th St/ Bow Trail where people make illegal left turns from NB 37th into the lane just north of Bow Trail) will need to be addressed before density is added.
- Add amenities to the existing parks. Don't turn them into the backyards for your oversize/over dense infills. The duplexes being built in Glen Berg are already hugely increasing the density. We don't need more. The LRT is far away and people will be driving.

- The City should invest resources in determining how to expedite development at Westbrook Mall/Station. There must be something the City could do to [illegible] empty lots in the middle of Calgary!
- Encourage recreation opportunities in Edworthy Park and Douglas Fir Trail, while protecting and restoring sensitive environmental areas and steep slopes. provide opportunities for year round gathering and diverse recreational activities to complement the primary use Shaganappi Point Golf Course. Have you ever walked through Edworthy Dog Park and seeing the change in [illegible] and all the dog poop? [illegible]
- Way too many low/mid/high buildings.
- Maintain existing infrastructure and roads as previously committed. Increase road and services to existing higher density areas. Create more green spaces with common use areas.
- Priority must be on security and safety of public transit nothing you have listed here matters. Nobody I know well ever use public transit again until it is cleaned up. All the families I know are changing/ [illegible] schedules so their children never have to use public transit.
- Would like to see no changes to 32nd Ave and 25th St (West of vacant Viscount Bennett High School). 32nd Ave specifically north of 33rd Ave, south of Richmond Road between Crowchild Trail and the intersection between 33rd Ave and 29th St SW
- Start in an area and radiate outwards rather than impacting entire communities another point is the city needs to be more diligent on the quality off construction, the developers and fix the parking problem near intersections that are created by big townhouses with garages that are nothing but storage units because they are too small. What are you planning to do to accommodate a growing population of seniors? Seniors need housing on one level!
- LRT at Westbrook does not allow parking, but bus service doesn't allow one to get to LRT under 1/2 hour from Richmond and 51 St SW. Yet 63 St has a huge parking lot for people who have multiple cars to park.
- Maybe the city should not allow large trees to be planted under power lines. For trees planted in the 50s-70s, the city should remove them. The utilities companies are doing a terrible job at pruning. i.e. 37th St north of Bow Trail the trees are dangerous and look horrible to say the least-trees are an important part of a landscape. They should enhance not detract...
- The City appears to not be listening. We don't want growth in our communities. We are thriving fine without growth and industry to support it. In all fairness you should start with areas closer to the city center Mount Royal [illegible]. Then if that is acceptable you may work your way west to densify.
- Besides the main corridors let development occur naturally. People move here because it's low density, well established and green-don't micromanage the next 70 years of development because some egghead thinks it should be otherwise.
- The plan is too long range-allowing big buildings now that would only harmonize with communities once the communities are much more developed.
- Wildwood has limited access the features that make it appealing (quiet, privacy, greenspaces) are the things the plan will destroy. I specifically moved here to downsize to a small bungalow and how there is going to be a four story monster across the street? Terrible! I believe it's all a done deal and you at care not I bought clear not what matters to Calgarians.

- Opening up the golf course to other activities is an excellent idea. Also, because Edworthy Park is already strained. Affordable and low-income units are essential. Too many struggling families in Calgary; many are in the Westbrook area. More cycling routes also essential. This suggested plans here involve wider sidewalks- presumably that means a portion of this sidewalks would be for cycling, esp. on busy routes that are unsafe for cyclists and pedestrians and people with mobility issues as well.
- Keep parks a quiet space-not all parks need stores around them and they don't all need a ton of amenities. Quiet parks (like Graham Park in Glenbrook) are relaxing spaces. Every park does not need a "gimmick"
- Crime reduction in these communities should be a top priority.
- Doing this in Mount Royal or Britannia or Eagle Ridge- They have very low density and excellent [illegible] corridors
- The public is amazed that you are wasting resources on this 'let's chat' business... just fix the roads, reduce the crime that transit brings to our area-Shaganappi- and get on with it please.
- Investment was local never being overdeveloped. Multiple poorly designed developments- and no parking or parks or greenspace. I am amazed of all lack of consideration or thought by planning to have parks come up playgrounds essential for low cost housing! Example Spruce Dr before 8th SW- no playgrounds except the one [illegible]
- Yes, disallow traffic travelling North (on 45th and 37th) after entering from Bow Trail to turn left. The new U-turn on Bow Trail will further add to congestion
- With many young families in the Glenbrook area, increased investment in parks + open spaces and open spaces and historic natural resources would be beneficial and promote urban forest protection!
- Preserve existing street. No more parked cars
- More trees for plan areas / city wide:??? for climate change. For providing shade. For beauty: 17 Ave and 37 St SW
- Wildwood – Sprahdam???- Café for cyclists. Bridgeland 1st Ave- space for gathering + recreation. Bike path
- Sewage upgrade plan wide
- Sufficient parking for bue??? keep density to collector road i.e. 32 ST, 26 Ave. Parking issues on residential streets. Reconsider bump out on residential streets. Better road maintenance
- Sewage upgrade plan wide
- Explore other options to proposed 45th street U-turn as it negatively impacts Westgate community. Westbrook is a mobility/ LRT focal point. Focus on all other points like Edworthy park, Westgate Park. Enhance other focal points for culture/ event/ community gathering activation. Design for formal/ informal gathering. This will define community identity
- Add U-turn road along crossing Sarcee??? Crossing 50th Avenue. It would be great to create a U-turn to improve access. Do an extension from the off leash and down to Edworthy Park. Its already in the works, just extend it
- Provide affordable housing options to be able to age in place. Graham Drive Park along here, is natural park, is valuable preserve it. Concerns with overcrowding existing public facilities due to intensification. Invest in education opportunities for citizens on sustainable projects/planting. Preserve the existing character of the streets. The open

space in Westbrook Mall is in poor state. Requires maintenance and activation. Storm water retention. Native planting. Rainwater harvesting. Protect Edworthy Park as a natural park. It is overcrowded. Parking is an issue, cannot have more crowding at it has negative environment impacts. Road is narrow investment needs to be safe for ped and bikers. GC: please clearly mark all schools on the map. Left turn onto 45th street from Bow is already backed up. Detailed study required for proposed U-turn. Signage and traffic calming along Windermere for traffic o/from Edworthy. Speeding issues on Spruce drive require measures to slow down. 17 & 37 ST near Tim Hortons. West sun is blinding. Study road design needed

- Stop/reduce the number of traffic calming intersections. All that is leading to is more vehicle congestion, including private cars, school buses, city trucks etc. This is for Killarney, 37 St SW & 17 Ave, 29 St to 17 Ave
- PRESERVE parks and green spaces. NO MORE Cars!!! Less density around parks not more
- Education + Signage on informal trails that get within CP-Row. Citizens get fines \$600/-. 33 St is narrow. On street parking is already tight. Can we make this street more safe and driveable? Cleanup + investment required in park along 45th St SW & 8 Ave SW. No parks in Rosscarrak. Land acquisition required for new parks or take over Ross. school site. Provide pleasant green area tables/ gazebo/ trees/ picnic tables – where community can go for a walk. 19 Ave is full of parking by LRT users/ provide LRT specific parking near the station or have permit only parking on these streets, no dog park at community level
- We need more spaces for kids and adult to hang out that are not overly programmed or that don't require registration. We need spaces for new immigrants to hang out, that they can easily access etc.
- "Westgate: No growth please- did not invest in this beautiful neighborhood only to have high density building + traffic – if you want density in the city of Calgary, then build high rises in the new neighborhood
- 45th between 13th Ave and 10th Ave. they need more street traps like every day please
- 24 hour day care. Community center, classes for all ages ??? classes that bring people together. Better winter snow removal for sidewalk. Houses??? For different sizes for family. Accessible units/housing
- INVESTMENT IDEAS/QUESTIONS/THOUGHTS: How can developers/ builders (including Govt Agencies, non- profit organization) find a "market solution" to create more affordable housing options? It has to go beyond subsidies to find more creative ways to build housing for: seniors (both housing and assisted living). New Canadians: what housing can we build to increase the 'familiarity' to newcomers i.e housing design for refugees, ESL, immigrant families etc. Short term housing – create housing that is multipurpose, multidimensional – (1) housing for people needing to be caregivers, family visitors, close to seniors housing/buildings (2) housing for a range of ages – families alongside seniors – complimenting and supporting environments (3) other short term look at zoning buildings for either full rental - hotel, Airbnb etc. – to reduce 'ghost apartments' that sit empty for short term rentals instead of being rented to help communities sustain businesses that choose to locate in higher density buildings. Find ways to maintain accessible affordable options where one can 'age with the neighborhood' i.e. start with bungalow, lose the stairs, move to apt all within the neighborhood OR allow family or low income support workers to move closer/live close

to work to help care for seniors or raise families. Be creative to build adaptable housing platforms – culturally adaptable kitchens/ living spaces, i.e. gardens, sight lines, privacy design, what is a yard to someone not from Calgary. INVESTMENT: try to build up Westbrook as soon as possible to avoid the cherry-picking of lots in the Westbrook Area Plan. More programming investment in drop-in scheduled programs for all ages. i.e. build yer?? own fort in a nearby park/ less focus on structured ‘pay to play activities for children. More ‘loitering’ spaces for youth 12-18 and young adults where they can be safe and ok to just hangout. many spaces are retail-oriented like this i.e. malls coffee shops. MOBILITY: need to create ‘paths’ from housing to shopping / grocery that is ‘weatherproof’ – you can walk (or ski) to a store if you have to without too much trouble – thinking of senior / wheelchair mobile citizens. BETTER BIKE SAFETY: both rider safety and being able to leave your bike without it getting stolen – secure reliable bike parking. VALUES: what initiatives can communities build on to create ownership and community responsibility for managing or creating better bike culture, neighborhoods that strive because of their diversity.

- Process comments. Important to send around the final version of the maps
- Investing in downtown is another joke. the reason no one goes there is not enough parking, no good shops anymore, even the bay closed retail floors, losing green spaces (like Richmond Green Golf Course. Richmond Park is already traffic locked, now you want to make it worse for us with, yet another condo planned for Viscount Bennett school, tet ??? be says we are short of schools. you are allowing more neighborhoods to be built with no infrastructure to support them cap the city and catch up to what is necessary and needed

Verbatim Input Received From Project Email:

Please note personal identifying information has been removed.

Name: removed]

Phone: removed]

Email: removed]

Address: Calgary Alberta Canada

Community: Glenbrook - Ward 6

Created On: 6/3/2022 1:12:16 PM

Follow up requested: Yes

311 CSR:

Comment for Ward: Ward 6 - Richard Pootmans

Nature of Request: Other

Subject: Concern about Westbrook community planning process

Comments: Phase 3 of the Westbrook community planning process seems to have begun but the process appears very different than the previous phases and there is VERY limited opportunity for people to provide feedback on the map. Also the second phase “what we heard” report is not yet available though they claim to have listened to what citizens said in developing the phase 3 map. There are still significant concerns with the phase 3 map and no real opportunity to discuss or engage except for a mail in questionnaire with 4 set questions. This process is inconsistent with previous phases and leaves little opportunity for feedback despite the fact that project is suggesting massive changes to established neighbourhoods and streets. As an example the previous map showed Graham park (45th street and 29th Ave SW) and all

parks actually, as fully surrounded by 4+ story buildings (it is currently all single family houses)- the new map now shows it surrounded by 4 story buildings. There is no reason why this neighbourhood park or any park should be surrounded by massive 4 story buildings. I do not believe that this was a suggestion from the neighbourhood at all and the city has not released the what we heard information. The phase 2 engagement only asked where 4+ story buildings should be, not 4 story buildings, so residents did not get to address this specific scenario AT ALL. Most other parks in the neighbourhood are now showing no change to allowed buildings (staying with current allowed land use) or at a minimum are not completely surrounded by 4 story buildings. This park has been singled out as being surrounded with change. This park should be treated the same as others in Glenbrook and Glendale and also not see change in development. There is NO reason why the huge park in Glendale and Westgate and the ridgeline in Wildwood should see no change to development through this process but a smaller park in Glenbrook should be surrounded by large 4 story development- this is blatantly unfair. These proposed maps will forever alter these wonderful neighbourhoods. They are proposing awful changes to our park (45th street and 29th Ave sw) with very little opportunity to provide feedback or raise concerns before the process closes in a few weeks.

Hi [removed],

Thanks for reaching out and providing your feedback on the Westbrook Plan. We launched Phase 3 of engagement this morning and you may have already received a booklet in the mail, or have gone to check out the materials on the website ([Westbrook Communities Local Area Planning - REFINE | Westbrook Communities Local Area Planning Project | Engage \(calgary.ca\)](#)).

In this phase we are still receiving feedback from the public on three topics: 1. small scale growth 2. The urban form and scale maps and 3. Investment Priorities. We are looking for feedback on all three of these topics so we can make changes and additions as necessary. Feedback can be provided either by filling out the tearout page on the booklet you will be receiving and dropping it in the mail, or via the website (there are fillable fields under each topic, where you see the text "Provide your input")

The what we heard report, as well as the what we did report can be found on the main project page:

[Westbrook Communities Local Area Planning Project | Engage \(calgary.ca\)](#)

The what we heard report is found here:

https://hdp-ca-prod-app-cgy-engage-files.s3.ca-central-1.amazonaws.com/6016/5452/9577/Phase2_EXPLORE_WWH_Westbrook_FINAL.pdf

The what we did report is found here:

[Westbrook COMMUNITIES \(hdp-ca-prod-app-cgy-engage-files.s3.ca-central-1.amazonaws.com\)](#)

Regarding the proposed scale of development around Graham Park, we are still receiving input on that (see topic 2, draft maps). Graham Park, along with many other parks in the area that are not school sites (such as Killarney Park, Killarney Community Association, former Chinook Learning Site, Glenbrook Community Association, Rosscarrock Community Association, Wildwood Community Association) have been proposed to allow for 4 storey development or greater. However, we are still looking for feedback on this topic, and you can provide your feedback on that topic in that section of the feedback.

If you have any other questions or comments, feel free to respond to this email.

Regards,
[removed]

Good Evening,

I am completely dissatisfied with the reply from the city in this regard. When a citizen contacts their city councillor with a concern, should they not get a reply from that individual?

The fact that Westbrook engagement began online today (June 6th) but that paper copies were sent to citizens the week before with NO information on future online or virtual engagement opportunities is exactly the problem. This engagement process is not clear and does not provide sufficient information or opportunity for people to engage properly. The city should not mail out paper copies without assuming that interested individuals will go online for additional information. I received the mail-out and subsequently looked for more information on engagement sessions- there was NO information. The "what we heard report" was not there, phase 3 information was not there- this was true for many days after we received the mail-out. It is therefore completely reasonable for me to contact my councillor in order to highlight my utter dismay with the process, particularly given that the new map does not consistently reflect citizen comments from phase 2 and is proposing significant detrimental changes in my neighbourhood. For example, the written document states " we heard... Development four stories or greater adjacent to parks wasn't strongly supported by stakeholders..." and yet the new map shows Graham Park completely surrounded by 4 story development - this is inconsistent, highly concerning and does not instil confidence in the engagement process.

In response to my message, I believe I should receive a reply from my councillor regarding my concern, not a statement that I have "misinterpreted" something & instructions on how to provide feedback now that the site is actually up and running.

In the case of Graham Park, I'd also like to flag that it has been singled out when compared to the other spaces you listed below. NONE of the other parks you listed are (on the phase 3 map) bordered on ALL sides by 4 story development. All the parks you listed have at least one or more "unchanged" sides in the draft, so they are at an advantage to start. Also ALL of the parks you listed below have some sort of major city infrastructure (community centre, former school, etc) making them very different from Graham Park to begin with- Graham park does NOT have any city buildings - it is a small neighbourhood park. In addition, the only other park in the map that is bordered by development on all sides is the site of Killarney pool which is clearly not at all comparable to Graham Park given the amenities and location differences. Again the inconsistency is greatly concerning.

I firmly believe I should be able to raise my concerns with my councillor. I am very confused and disheartened by the response and process to date, given that my message seems to have gone to a wide variety of individuals/groups and not the person that I sent it to. I hope that someone can please explain why my message would not be shared with its intended recipient.

[removed]

Hi [removed],

I would like to clarify the reasons why we have responded in the manner we have. As one of the two planners working on this project, I am best suited to answer the questions you raised in your email, which is why the councillor's office included me on the response so that I could provide additional details.

We gave instructions for Canada Post to deliver paper copies of the booklet on June 6, the same time the website went live, however Canada Post instead started deliveries on Friday, June 3. Our team was updating the various pages with content on Monday morning, with the intention of having everything ready by the time the mailouts got to homes. Because Canada Post delivered the booklets early, the website was not live when some people got their booklets. We apologize if this caused any confusion or frustration.

In both the booklet and the website, information is provided on each topic, followed by questions for each topic. The booklet contains enough information for stakeholders to review and provide feedback, should they so wish to do so. The website offers some additional tools, such as a map slider, so stakeholders can review the two maps on top of each other, which we cannot do in booklet form.

If you have any further questions or comments, please feel free to email me.

Thank you for the clarification on the mail-out timing. This process has been very frustrating and the timing of the mail-out certainly compounded this issue. In Phase 2 we did not receive a paper mail-out at all, so this round of engagement looked very different.

One question- In regards to your first note below, you stated that Graham Park (and others) is "proposed to allow 4 storey development or greater". Can you please confirm that this statement is incorrect for Graham Park (45th street and 29th Ave)? The phase 3 map shows Graham park as outlined for "4 storey or LESS". Is the map sent to residents correct? I very much hope that 4 storey and greater is not still being considered near this park, as that is not what is being presented to residents.

In general, I am very concerned that feedback from all neighbourhoods/parks/residents is not being considered equally in this process. Glenbrook is under-represented on the working group for this project (only 1 representative compared to other areas like Spruce Cliff that have up to 4). Smaller parks in the area will inevitably have fewer comments about them simply because they are smaller- it does not mean that Graham park is less valued by the community than Turtle Hill - this is simply not true. The engagement document for phase 3 very clearly states that development 4 storey or greater next to parks is not supported by residents, so I do not understand why Graham Park (or any park) would be singled out for 4 storey development (and especially to be SURROUNDED) - this is not reflective of what the community has already said during the engagement process.

Thank you,
[removed]

Hi [removed],

Great questions for clarification. For Graham Park the policy would allow up to 4 storey development, but not higher (other parks such as Killarney park have 6 storey and 12 storey development adjacent to them). Just to clarify, if a development is proposed on properties surrounding the park, the landowner(s) would still have to go through a redesignation (rezoning) process, the Local Area Plan would support that change, but the decision would still be up to Council.

As for the decision to support up to 4 storey development around Graham Park, there were a few considerations. Although we did hear feedback that didn't support development around parks (especially schools), we also heard a lot of support for the idea as well. Our proposal is seeking to strike a balance between these perspectives.

First, it is a fairly large park (~140m north to south, ~170m east to west and ~2.5 hectares in size). Because of this, any shadow impacts would be minimal and limited to the edges of the park, allowing a lot of space for other types of programming. Turtle Hill, by contrast varies between 45-75m in width, and shadowing has a greater impact there. Second, by limiting development to 4 storeys, the allowable building height is only 1 storey above what is currently allowed (all residential properties allow up to 3 stories of height).

Finally, because the park is not a school, it allows the City of Calgary more influence over any future redesign of the park. One of our investment priorities for the area is on parks renovations and redesigns. Graham Park may be a candidate for a renovation in the future, and more so if new development happens around it (perhaps adding more seating areas, more landscaping, etc). In this phase of engagement, we are asking the community for their ideas on what can improve in their community as growth happens- renovating parks as development around them occurs is one idea we had, but we want to hear from the community their ideas. If you could improve parts of your community, what would you improve?

I hope that answers your questions. Let me know if there is anything else you would like to discuss.

[removed]

Some comments regarding the Westbrook LAP booklet and emails received:

"For the area between 26th and 24th St, very new Main Streets policy zoned these as MU1, with a 16m height modifier. The 5 stories thus contemplated in that policy was to address the potential impacts in an area of the community that is only one block wide with already well-established successful streetscapes. The concern was that a 6 storey building would dominate the blocks there; 5 stories would fit the context of the street." This issue was resolved in a series of living room meetings with Des Bliek and the residents.

I m assuming you are referring to the east side of 17th Avenue SW between 26th and 24th Street, SW, where there is currently a public school located? This is unacceptable..

Regarding Topic 1, Small Scale Homes, where 3+ units would be welcomed: I would be happy with these homes near small scale commercial shops - where parking may not be as much of an issue - for example, some of the current small apartment buildings on 17th Avenue west of 26th Street have parking in the rear. However, in established local and connector areas, parking is already taken up in back lanes with many garages and many bins. Each property, duplex, triplex or otherwise has three bins - Blue, green, and black to be collected. Adding a triplex or fourplex adds not only parking for potentially 3 or more cars, plus at least 9 bins in the already crowded lane ways.

Regarding Topic 2, the draft urban form map appears correct, with the exception of the corner of 12th Avenue and 26th Street SW. The property at 1414 26th street SW was just sold as a residence, and the property at 1403 was turned down as a 5 or 6 storey building yet is still up for sale as a condo/commercial site, with the rejected plans still on the realtors' website. This should be corrected on the draft urban form map.

Regarding Topic 3, the draft Building Scale map is incorrect on 26th Street, as the current situation on the west side of the street between 16th Avenue and 12th Avenue SW should be considered limited, all of these homes are "small scale homes, of three storeys or less" as defined in your booklet.

Thank you from affected residents,
[removed]

Hi [removed],

Thank you for your feedback on this latest round of engagement, and apologies on the delay in responding- I had a very busy last couple of days.

As for the reference below to the area on 17 avenue between 26 and 24 street, the proposal refers to the residential properties in this area, NOT Alexander Ferguson school. That is to remain a school and playfield. (more technically the subject area would be 25A street to 24 street). I hope that clarifies the issue.

Thanks for the feedback about small scale homes- this helps provide direction for where is appropriate for these types of developments.

Finally, as for the maps, we are looking into better clarifying how deep the various categories (colours on the map) go into blocks, specifically when they are "flanking" blocks, such as 12 avenue, where properties face the perpendicular streets, not the avenues identified. In these areas, those areas identified on the map would extend a certain amount into the block, but there is no easy identifier to show where that line stops. Your feedback is helpful, and helps us understand the need for more clarity in these situations.

As for 26 street, we have identified this as a potential area for higher scale redevelopment and are proposing allowing up to 6 storey development here. The maps we presented are intended

to show where future growth may occur, and do not reflect existing development. We are looking for feedback on these maps, so please let me know your thoughts!

Let me know if you have any other questions or comments.

[removed]

I feel manipulated by the City and it's not a good feeling. Usage of the word "complicated" in the documentation and signage is rather insulting to me personally and I've heard from others in Wildwood that it was off-putting to the point that complacency to the City's request for input has occurred. I also feel that the naming of the area plan was unfortunate. I have heard from Wildwood residents that when they saw reference to Westbrook, they did not feel they needed to participate because they live in Wildwood. It was not until there was a significant push by some community members that brought many residents around to getting involved when they originally thought the Westbrook Area Development did not apply to them. I offer this as food for thought when the City names its next project.

[removed]

Wildwood resident

I'm sorry to see the City push the Westbrook Area Development Plan through so quickly and with poor engagement. Compared to the North Hill Plan, I feel the City has fallen short of engagement. Please don't use Covid as an excuse - I'm living it too but this is my home you're messing with. The City could have pushed its timelines. I have participated in the virtual sessions and found them horribly one-sided and in favor of the City. Other than being able to submit questions, which were answered by the City, there was little opportunity for much dialogue; the kind of dialogue that you would expect during face-to-face meetings. And where is the City's responses to questions posed during the virtual sessions? They are not in the FAQ's or What We Heard documents. Transparency from the City is sorely missing and lack of transparency leads to lack of trust.

[removed]

Wildwood resident

I have a lot of issues with densification of Wildwood. Most of them have been registered through the channels made available to me during the City's attempt at community engagement. By allowing densification of Wildwood, significant upgrades to infrastructure (water, sewer) will be required. This will come at a cost. I suspect there will be tax increases to Wildwood residents to ease the pain whether ones immediate infrastructure is affected or not. I would not be very happy if I had to pay more taxes while not seeing a direct benefit. And please don't tell me that I can move.

[removed]

Wildwood resident

Hi [removed],

Thank you for your comments and feedback on the Westbrook Plan. I will respond to the questions and comments you raised in your three emails (which I have attached).

With regards to engagement for the Westbrook Plan, we have undertaken a rigorous, three phase engagement process throughout the plan. This process started in the fall of 2019, but was delayed from early 2020-late 2021 due to the COVID pandemic. We relaunched engagement in late 2021, starting with our Chapter 1 content, and have conducted two other phases of engagement since then, building on community feedback each time.

In terms of our online engagement sessions, we try and focus on answering questions during those sessions, as it provides participants the ability to directly ask the project team questions about the project. We also receive feedback during those sessions, along with feedback we receive online and via our mailouts. As for the questions posed, we continually update our FAQs on our website (we also included FAQs on the mailed booklets) so that the public has access to this information. We publish all of these engagement results in our What We Heard Reports, which you can find at [Westbrook Communities Local Area Planning Project | Engage \(calgary.ca\)](https://www.westbrookcommunities.ca/engage). (Click on "Past Engagement and What We Heard to find the reports).

As for our messaging in our engagement and communications material, we try to raise awareness and drive engagement through this messaging. We are continually learning during this process and making incremental improvements, such as now including the names of all the communities on the front page of the booklets we mail out (communities names and a map were included on the first page of previous mailouts, but we found some people found it easier if this information was on the cover page).

Finally, thank you for your feedback regarding the plan for Wildwood. As part of this process, we work with our colleagues in transportation and water resources (among others) to model growth and understand what infrastructure upgrades would be needed as these communities change. As for tax increases, there will be no special tax applied to any of these communities, just the normal residential tax rate that you pay today. No additional taxes or surcharges will be applied as part of this plan. Additional infrastructure upgrades will be paid by new development, either as individual contributions as conditions or development approval, or paid as levies on new development. Other upgrades, such as things like the Main Streets Program, are budgeted during the regular budget process and come out of general revenue.

Please let me know if you have any more questions or comments.

Regards
[removed]

Hi neighbors,

I would like to send the following response to the Westbrook Communities Local Area Planning Team. Please kindly consider supporting me by either allowing me to use your address or email

a direct response to peter.schryvers@calgary.ca,
copy westbrookplan@calgary.ca and development@shaganappicommunity.ca in your email.
Please provide your response to me by Jun 29 as I plan to send the letter out on Jun 30th.
Please feel free to distribute this letter to whoever you deem appropriate.

We understand that the Community Planning team is trying to strive for densification around the LRT area with an intent to create a lifelong living that supports the different needs of people at every life stage. We believe that point has already been achieved through 17th Ave Main Street, Jacques Lodge, and 2014 ARP. We always support thoughtful new developments in the neighborhood, but it must be done in the right density and at the right location. We should never strive for new development for the sake of densification while forgoing existing resident's privacy and their sense of community.

With the streetscape is already in transition from single bungalow to new developed infills along 26 street, new developed infills will remain there for another 40+ years, hence, we would strongly recommend the planning committee to make following amendments on urban form and building scale from map.

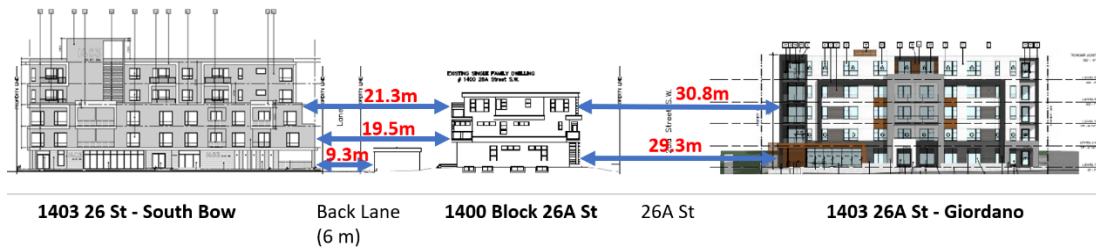
1. Map 1: Draft Urban Form Map - we recommend developing a “neighborhood commercial” along 17th Ave (Main Street) and changing 25, 25A, 26A and 26 street (South of Bow Trail) from neighborhood connector / Flex to neighborhood local.

The purpose of Shaganappi Point LRT Station is to commute people to work, and foot traffic is observed between 7-8:30am. There are safety concerns with increasing traffic and loading zones nearby the elementary school (Alex Ferguson) on 26 Street. In addition, the existing street parking as well as front or back commercial loading zone requirements are not viable given narrow road width in 26 street and the narrow back lane shared between 25, 25A, 26 and 26A. This issue has been confirmed through the past development applications engagement and Subdivision Development Appeal Board Hearings.

2. Map 2: Draft building Scale Map- 12 ave and 26 street should be zoned to “Low Modified”.

As discussed from my previous email (see attached), the last thing residents want is a Berlin Wall that separates East and West Shaganappi and creates two very distinct social classes. There is also a concern on parking and shadowing issues associated with 5 - 6 storey building to the existing single dwellings. Since this portion of the neighborhood was never designed with an intent for such density, the contextual distance between 6 storey Low-Scale Building developments in 26 street and low residential development in 25A and 26A street are only less than 20 meters.

Streetscapes



As an example of the proposed South Bow development on 26 street, there is only 1.2m setback on the 5 storey dwelling, with a 6 meter back lane. Majority of setback is on the infills while minimal seatback on the 5 – 6 storey development side. This has been an ongoing concern shared among all neighbors on the inadequate and insensitive setback. Without proper guidelines outlined in the LAP and more specific Land Use Bylaw (1P2007), we feel that the existing residents always have to fight against the “big giant” for higher density dwellings that are intrusive and have little consideration of privacy.

The only reason why we choose Shaganappi Point not Downtown is because we long for a sense of community and want to be part of a community that we can participate in. We believe that the proposed plan on 25, 25A, 26 and 26A street has taken away this value, namely the community sense of the Shaganappi Neighborhood. We hope that the LAP team can really consider the current residents as the largest investors and stakeholders for the redevelopment plan. As we have each invested not only lifelong savings but building relationships in the neighborhood. We welcome the changes around the park area as part of the change from the last “town hall”. We urge the Communities Local Area Planning Team to listen and help restore that by proposing a right density scale that we can stand behind and support.

Sincerely,
[removed]
Impact Resident 1400 Block 26A street SW

Hi [removed],

Thank you for your response. As this seems to be a group response, I will await the complete response after June 30. Always appreciate the feedback!

Regards,
[removed]

Hello

My husband and I have lived on [removed] for close to 10 years. During that time we have seen positive change and significant challenges introduced to the community of Shaganappi as a result of city development.

Our most significant concern relates to potential development beyond the scope of the existing plans for the community. We recently saw the Giordano constructed beyond the plan in area and height (using 4 lots and 5 stories) and would NOT be a proponent of this being a precedent for

other development in the community. While we believe development and change can be a benefit to the community, there are proven downsides to over-densification we would like to highlight below.

- Parking and Traffic - There is limited access and parking availability in our community. Increased density brings more vehicles and traffic to the community which decreases the safety of our families on the roads. While we understand the intention is to target less vehicles for residents, these residents have an increased trend to delivery vehicles (meal delivery, Amazon, etc.) which increase traffic in the community.
- Loss of Community - Shaganappi has been a family based community, however increased density leads to more transient demographics which do not contribute to the long term success of our community. These residents tend to use/abuse community resources without contribution.
- Care and Attention - Our observation of recent densification developments has found the care and attention of the developments after construction is abysmal. Landscaping done properly at development is not maintained, garbage bins are overloaded / abused and properties become community eyesores.
- Attracting of Crime - In the last number of years, we've experienced a number of police involved incidents. We were aware the train would bring new clientele to the neighbourhood, however the transient demographic of high density housing increases this risk significantly.
- Garbage - Very simply, the new denser developments have become eyesores to the community. Garbage bins are not cared / handled properly which creates garbage lined streets and alleys.
-

Our property taxes continue to get higher each year, yet we continue to see decreases in services for our existing community like functional road infrastructure, alley maintenance and bylaw enforcement.

Overall, we understand the need for positive change. We ask that positive change be of a long-term, pragmatic and responsible manner that does not turn our community to Calgary's future slums.

Thank you in advance for consideration of our feedback.
[removed]

I am a longtime homeowner and resident of the 1400 block of 28th Street SW in Shaganappi.

I am writing in respect of the Westbrook LAP, Phase 3 Engagement.

Specifically, I have reviewed the brochure and maps recently sent to Shaganappi residents and have the following comments:

I believe the City got it right in: (i) having the core of the neighbourhood blocks between 17th Av and Bow Trail designated as Limited, and restricting larger structures to the edges; and (ii) limiting the intrusion of larger structures to the first approximately 20% of the north end of 26A-32nd Streets. I do not believe that the presence of the Giordano at 5 storeys over 4 lots ought to be viewed as a precedent for future development in the area. First, it has not, in my view, been a positive addition to the neighbourhood – it is already showing signs of significant disrepair, and has negatively impacted the enjoyment of the surrounding homeowners. Second, I do not believe that the ability to do multiple lot consolidations and build to a height of 6 storeys are necessary to attract investment and positive re-development. The prior construction on the

east side of 29th Street, and the current construction on both the east and west sides of 28th Street are proof positive that developers will build on even a single lot facing 12th Ave./Bow Trail, and limit height to 3 or 3 plus stories.

I would suggest that the north ends of 26A (west side) – 32nd Streets all be designated as Low Modified (4 storeys or less). Again, the Giordano should not be viewed as a positive precedent with the benefit of hindsight. Limiting anything to the west of the Giordano to 4 storeys or less can be easily justified on the basis that less height/density is warranted the further one gets from the 26th Street Shaganappi Point LRT Station.

There is no doubt that Shaganappi has experienced rapid and significant densification. Much, but not all, of it has been positive. We should learn from rather than repeat those mistakes. Keeping the big buildings to the key corridors, and not intruding into blocks that contain small-scale homes, makes good sense and represents a respectful balance between the need for re-development/density and the rights of the current small scale homeowners to enjoy and preserve value in their homes.

Thank you for your consideration of these comments, which I make solely in my capacity as a resident/homeowner.

[removed],

Thank you for your thoughtful response to the Westbrook Plan. I have just a few clarifications on some of the issues you raised.

First, the previous Shaganappi Station Area Redevelopment Plan identified 12 avenue as allowing up to 16m, which is effectively 5 stories, so going down to 4 would effectively be a downzoning. The same goes for the west side of 32 street, it is zoned M-C2, which also allows up to 16 metres, so we have to take those into consideration when developing this policy.

Your comments about encroachment into the blocks, especially along 27, 28 and 29 street is helpful. We have heard several comments about this, and the desire to establish a more clear delineation of where this area extends to.

I also want to let you know about our development map tool ([Development Map \(PDMap\) \(calgary.ca\)](https://developmentmap.pdmap.calgary.ca)). Not only does this tool show information about all active planning applications (development permits and land use redesignations) in the City, it also has layers that shown current land use (zoning), and even utility locations (sewer, water and storm lines). A lot of residents find it a great resource to check out what is going on around them, and to see what zoning is in their neighbourhood. If you have any questions about it, let me know.

Thanks again for your feedback.

[removed]

Hi [removed],

Yes, I appreciate that limiting to 4 storeys would amount to down zoning, but figured if everything was up for consideration, that option should similarly be considered. I shudder to

think what would happen to our neighborhood if Giordano type buildings appeared on the north end of every street from 26th to 33rd.

Thanks again for your consideration.

[removed]

Dear Sir or Madam,

I am a concerned grade 6 student living in Westbrook, and after looking at the Westbrook Mall Redevelopment Plan, I would like to raise a few questions;

1. The library above the C-Train station is a popular family location in the area; after rebuilding, will you keep the library or demolish it; if demolishing it, would you rebuild the library again?
2. Many people take the bus or the C-Train just to get to the grocery stores here; this is the major aspect of the mall (which is a residential need), and people are willing to travel just for the stores. Still, the plan doesn't even mention the grocery stores. In redevelopment, would you demolish the stores along with the other areas, or would you keep them?
3. Harsh weather is quite a problem to Calgarians. I have looked at the mall blueprint (which looks fabulous) and I don't quite see a bit of bad weather prevention. Would you consider adding canopies to the sidewalk, or even change the plan to an indoor mall?
4. The plan notes that the new mall will be pedestrian-friendly. Still, lots of people would prefer to drive; would there be an underground parking lot to prevent from the snow and weather, and would there be enough parking spaces?
5. We always learn about environmentally-friendly solutions at school, and I think you could implement a few of these ideas into the plan. You could add a rain collector on the roof so we could save more water or even collect snow to save energy. Maybe even add solar panels on the roofs so we can use more of natural energy.
6. I have seen many different shopping malls across the world, and many of them have a unique design; building shopping malls **on top of** a subway station, so it won't be affected by the poor weather. Besides, designing an indoor shopping mall can benefit Calgarians with no cars, so people can easily access the complex to boost the economy, even in the winter (like Chinook Centre but with an indoor C-Train station beneath). We should use the benefit of an indoor station by using this design instead; it could provide a smooth transition from transport to your basic needs.

I hope you can add my concerns into your plan.

Concerned Student

[removed]

Hi [removed]

My name is Peter Schryvers and I am one of the planners working on the Westbrook Plan. My colleague, Christine, is the other planner. Thank you so much for writing to us about your views and ideas for the Westbrook Plan.

We really appreciate hearing from you! I will answer each of your questions below:

1. We are not proposing to demolish the library, as we know it is an important place for many people to visit. If anything, we would like to see it made bigger, and perhaps moved to another location to allow for a larger space.
2. You are right about grocery stores, they are an important part of any community. As the City of Calgary, we don't own grocery stores ourselves, and we are not responsible for building them or demolishing them. However, they are very important and so we encourage grocery store owners to keep their stores open, or find a new location in the community for their store, if they need to demolish an older one. We think the more people who can walk or take transit to the grocery store, the better!
3. Cold weather is definitely something we have to consider in Calgary! For developments around train stations or in places like malls, we encourage new development to incorporate things like canopies to cover the sidewalks so that you are more protected from the weather. Great thought!
4. If the mall redevelops, there would still be parking provided, but most of it would be underground (which helps in cold weather). We will also review how much parking provided, and the mall owners would also likely hire a parking specialist (there are such people!) who can help them understand how much parking they need.
5. Your ideas about environmentally-friendly solutions are great! We will look at doing some of these in the community. When people build new large buildings, we will ask them to look at including things like solar panels, water recycling, or green energy systems. As the City, we can look at things like rain gardens along streets, or helping community associations include solar panels or renovate their buildings to be greener!
6. You have great ideas about shopping malls and different ways to do them. We can look at ways to make it easier for pedestrians to get from the station into shops and stores, and make it nicer to walk around. We really love this idea.

You have really impressive writing and really great ideas Aidan. Thank you for writing to us.

Peter

Hi,

Please note that an increase in the number of green spaces needs to be incorporated with the increase in housing density to keep the neighbourhood healthy. It is critical to take proactive steps in urban planning, in our neighbourhood, to mitigate the impacts of increasing summer temperatures. Please take the time to read this brief, recently published Health Canada article: Surviving the heat: The impacts of the 2021 western heat dome in Canada
<https://science.gc.ca/eic/site/063.nsf/eng/98411.html>

Thank you for asking for community input,

Sincerely,
[removed]

Hi [removed],

Thank you for your submission regarding the Westbrook Plan. Green spaces, tree canopy and dealing with extreme heat are important considerations in the Westbrook area. We did a climate

risk analysis for these communities, and extreme heat events are one of the more pertinent risks for these communities. As such, we have several policies and implementation priorities that speak to exactly that. In our Chapter 3: Supporting Growth draft ([Microsoft Word - Draft Westbrook Chapter 3 for Web \(hdp-ca-prod-app-cgy-engage-files.s3.ca-central-1.amazonaws.com\)](#)), we have included the following tools for addressing extreme heat:

Parks Upgrades and Renovations

- k. Renovate and upgrade local parks, where desired, considering the following:
 - iii. Provide a balance of areas of sun and shade,
 - v. Incorporate water features and other opportunities to provide cooling opportunities during extreme heat events,

Community Facilities and Spaces

- g. Integrate cooling sites and water access to help residents cope with extreme heat and;

Urban Forest

- a. Protect trees on public and private lands wherever possible from development activities that may impact roots during construction and unnecessary canopy pruning;
- b. Provide additional tree plantings in public boulevards ensuring sustainable planting infrastructure, sufficient soil volume and adequate moisture particularly on arterial and commercial roads for large canopy growth in the long-term;
- c. Create tree planting programs for private lands;
- d. Protect, maintain, and enhance the ordered, regular planting design in boulevards; and,
- e. Invest in ongoing maintenance and lifecycle of public trees.

We are always open to more ideas, so if you have any comments, please let us know. Thank you again for your feedback.

Regards,
[removed]

Hello Peter,

I was provided your contact information from a colleague of mine. I understand that you are also working for the Shaganappi residents. My family lives in Killarney – between 26 Avenue and Richmond Road Sw. Over the last 10 years we have watched our neighborhood transform. All the 1953 bungalows are being torn down and big huge duplexes, four plexes etc are now being built on these lots.

One of the reasons we bought a home in this area 25 years ago was due to the large yards and the privacy. That all seems to be changing. We fought the zoning change a few years ago and, of course, the City pushed it through. They built a large 4 place at the end of our street and so now we have constant parking issues, traffic issues and speeding in a playground school zone area. (Thank you Evan Wooley). As you know, they are now taking away most of the green space at Richmond Green Park – Shame. This is going to cause more traffic issues in this area. This park is well used by little league players, seniors, families etc.

We are now at a point talking about whether or not we want to sell our home as we are afraid that two large homes are going to be built around us. Several of our neighbours are on our

street have lost their privacy with this huge homes. There are some homes that have had construction started and are now just sitting unfinished as the developer has ran out of money.

I am saddened by all this development in our neighborhoods. More traffic, more density, increased taxes, more crime, etc. If I wanted to live in that type of neighborhood I would have bought out in the suburbs.

Thank you. – Very concerned resident of Killarney

Hi Piper,

Thank you for reaching out regarding the Westbrook Plan. I am one of the two planning co-leads on this project (I've CC'd Christine Khandl-Brunnen, the other co-lead on this email). I want to thank you for your feedback on the plan and the concerns you have raised.

Regarding the Richmond Green development, you can refer to the updated FAQ regarding the project here: [richmond-green-faq-updated.pdf](#). Due to the relocation of the operations and maintenance yards on the site, the amount of public space on the site is actually increasing. The City also undertook engagement on what to do with the site in the future earlier in June. You can find more information about this project here: [The future of Richmond Green | Engage \(calgary.ca\)](#)

We will take your feedback into consideration in making revisions to the plan. If you have any further questions or comments, feel free to contact us.

Thank you.
[removed]

June 28, 2022
Peter Schryvers
Planning and Development
The City of Calgary
P.O. Box 2100, Station M,
Calgary, AB, T2P 2M5

RE: Feedback on the Westbrook Communities Local Area Plan

Dear Peter Schryvers and Westbrook Planning Committee,

We are writing to you as concerned residents on 26A Street SW who will be directly affected by the Westbrook Communities Local Area Plan. We were shocked and horrified to discover that the Draft Building Scale Map on page 12 has rezoned our street from Limited to Low-Modified without any direct consultation with the property owners along 26A Street. We are strongly against this Draft Map. It will make the community we chose to live in unrecognizable. We feel as though we are being driven out of our homes by this plan. We would also like to address another issue of the drastic loss of green spaces in your plan.

Over the last year we have lost over 25 mature trees on our one block alone and hundreds more within the larger Shaganappi community, which includes the Brookfield Residential

development area along Bow Trail. The lungs of our city are disappearing at an alarming rate and simply replanting them with small twigs is not the answer. Many of these saplings are snapped and destroyed before they can grow. It also takes many years for a tree to become a viable carbon sink. This mass destruction of mature trees in Calgary needs to stop immediately!

Thank you for your time and consideration.

Sincerely,
[removed]

Hi [removed],

Thank you for your submission regarding the Westbrook Communities Local Area Plan. Your feedback is useful in helping us review our plan and make revisions as needed.

I do want to clarify a point you made in your letter, where you stated that your property is being rezoned. That is not the case. The Local Area Plan provides high-level policy guidance for future rezoning applications (should a landowner in the area wish to seek a rezoning application), but it does not rezone the properties themselves. Basically, the plan serves as a reference guide when the rezoning application comes in. I know it may be splitting hairs, but I just want to ensure you that your property and properties on your block are not being rezoned by the City.

As for the loss of trees, it is something we have heard from many stakeholders through this process and something we identified as a priority for future investment and implementation options. You can view the specific policies in our draft chapter 3 we shared with the public here: [Microsoft Word - Draft Westbrook Chapter 3 for Web \(hdp-ca-prod-app-cgy-engage-files.s3.ca-central-1.amazonaws.com\)](https://hdp-ca-prod-app-cgy-engage-files.s3.ca-central-1.amazonaws.com). The policies around urban forest are on page 15 for your reference. Let us know what you think about these policies!

If you have any further questions or comments, please feel free to follow up with me.

Regards,
[removed]

Hello Peter,

Thank you for replying so quickly to my feedback.

We feel that when a 4 story apartment building can now be built next door to our 1 story bungalow instead of a 2 - 3 story small-scale home that is rezoning. As you mentioned - "it is splitting hairs", but it does not change the fact that our quiet community that we chose to live in is quickly disappearing and we have no say in the matter. The City of Calgary will continue on with their "Plan" through the guise of consultation with the community.

We appreciate you providing us with a link to the policies concerning trees. Unfortunately, this plan is too little too late. FOUR more healthy, mature trees came down just this week alone on our block (please see attached photo). Calgary is choking to death and no one at The City of Calgary seems to care! The "Westbrook Communities Local Area Planning" brochure sent out to

community members is a perfect example. Many trees were used to provide residents with very little information. It is an incredibly poor design. FSC-certified paper or recycled paper was not even used to print the large format brochure. It is environmentally irresponsible to produce a publication like this in this day and age!

We appreciate your time in reading our reply.

Sincerely,
[removed]