

Calgary



HERITAGE COMMUNITIES

Local Area Planning Project

What We Heard Report - Phase 3: REFINE
January 2023



Heritage Communities Local Growth Planning Project

Phase Three: REFINE Engagement & Communications Summary

Report Back – Winter 2023

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Project overview

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

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will fill gaps in communities where no local plan currently exists and consolidate and replace other plans that may be outdated.

Communications and engagement program overview

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

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

Phased program

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

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

Raising the capacity of the community

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

Increasing participation and diversity

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

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

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

Direct mail: People within the Canada Post walking routes in the plan area received a content package in the mail starting 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 Heritage Communities.

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

Heritage Communities Working Group

Through a recruitment process, 34 members of the broader community and development industry were selected at the launch of our project in November 2019 to participate in dialogue of the planning interests of the entire area. Due to the Covid-19 pandemic, the working group has continued to evolve. When the project concludes, members will have participated in 13 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 Heritage Communities Local Area 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 Heritage Communities. Homes with three 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 Heritage Communities area.

Topic 2: Urban Form and Building Scale 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: 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 Heritage 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 766,000+ impressions were made about the project through our communications program, and we connected with over 700+ participants online or in-person and received over 1,200+ 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 fourth 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, high traffic websites and within local restaurants
- Email newsletter campaign through Heritage Communities subscriber list
- Nine My Idea Stations and two information boards in the area also supported awareness building.

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

- Direct mail (engagement package) = **25,797**
- Community newsletters / websites / emails (distributed) = unknown
- 10 Bold signs and 1 information board = unknown
- Social media: **197,412** (impressions)
 - NextDoor (Impressions) = 380
 - Facebook (Impressions) = 33,607 + 60,432
 - Twitter (Impressions) = 51,029
 - Instagram (Impressions) = 40,616 + 11,348
- Digital ads (impressions): **510,000**
 - Banner ads = 379,255
 - YouTube = 131,000
- Restaurant ads (impressions): **32,500**
 - Restobar ads = classic 32,550
- Email subscribers: 826
- Information boards in community: unknown

Virtual Q&A Sessions with the Public	Metrics
We hosted both in-person and online events for participants to choose from in our Phase 3	<ul style="list-style-type: none"> • 3 virtual Q&A Sessions (63 people registered for the sessions)

<p>engagement, which ran from June 6-30, 2022, in addition to providing feedback via the delivery on the engagement booklets with pre-paid postage.</p>	<ul style="list-style-type: none"> • 1 in-person session (70 people in attendance)
<p style="text-align: center;">Engagement & Communications</p> <p>The project launched online on August 12, 2019 with information about the project to increase awareness and capacity about local area planning.</p> <p>Covid 19 (Please refer to our Phase 1.2 Envision Engagement Relaunch What We Heard Report)</p> <p>Phase 3: REFINE</p> <p>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>	<p style="text-align: center;">Metrics</p> <ul style="list-style-type: none"> • We received 1,200+ individual contributions online, at the in-person open house and mailed in from the engagement booklets • We conducted 25 days of engagement • Since our project launch, we have had 18,047 unique visitors to the website (as of January 23, 2023) • During our Phase 3 engagement from June 6-June 30, 2022, we had 1,749 unique visitors to the website.
<p style="text-align: center;">Targeted stakeholder engagement</p> <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 and work through exercises with the team</p> <p>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.</p> <p>Heritage Communities Working Group Throughout Phase Three, the working group participated in 3 focused workshop sessions.</p>	<p style="text-align: center;">Metrics</p> <ul style="list-style-type: none"> • We held 2 virtual CA meetings (May 26 and May 31, 2022 - (open to all Community Association Board Members in the plan area) • We held one virtual meeting with commercial landowners (June 22, 2022) • 19 working group members • 3 workshop sessions

These are detailed below in the working group section.	
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About the Heritage Communities Working Group

What is the working group?

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

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

How was the working group created?

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

- both renters and owners
- a balance of male / female / non-binary participants
- a diverse range of ages
- student, family and single professional perspectives
- business owners and those who work in the area
- both new and long-term residents

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

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

Who is on the working group?

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

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

What is the working group up to?

As part of Phase Three, the working group completed two focused workshop sessions. These are provided in more detail below.

Working Group Session Eleven: Refining the Plan 1.0

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: Refining the Plan 2.0

On Tuesday, November 15, 2022, the working group participated in its twelfth session. At this session working group members participated in activities to discuss the plan, work to begin refining it and reviewing the summary of changes since they last met in May 2022.

Working Group Session Thirteen: Refining the Plan - Final

On Monday, January 30, 2023, the working group will participate in its thirteenth and final working group session. At this session working group members will discuss the plan as it is presented to the public, next steps and acknowledging their time and effort they have invested into the engagement process.

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 Heritage 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.

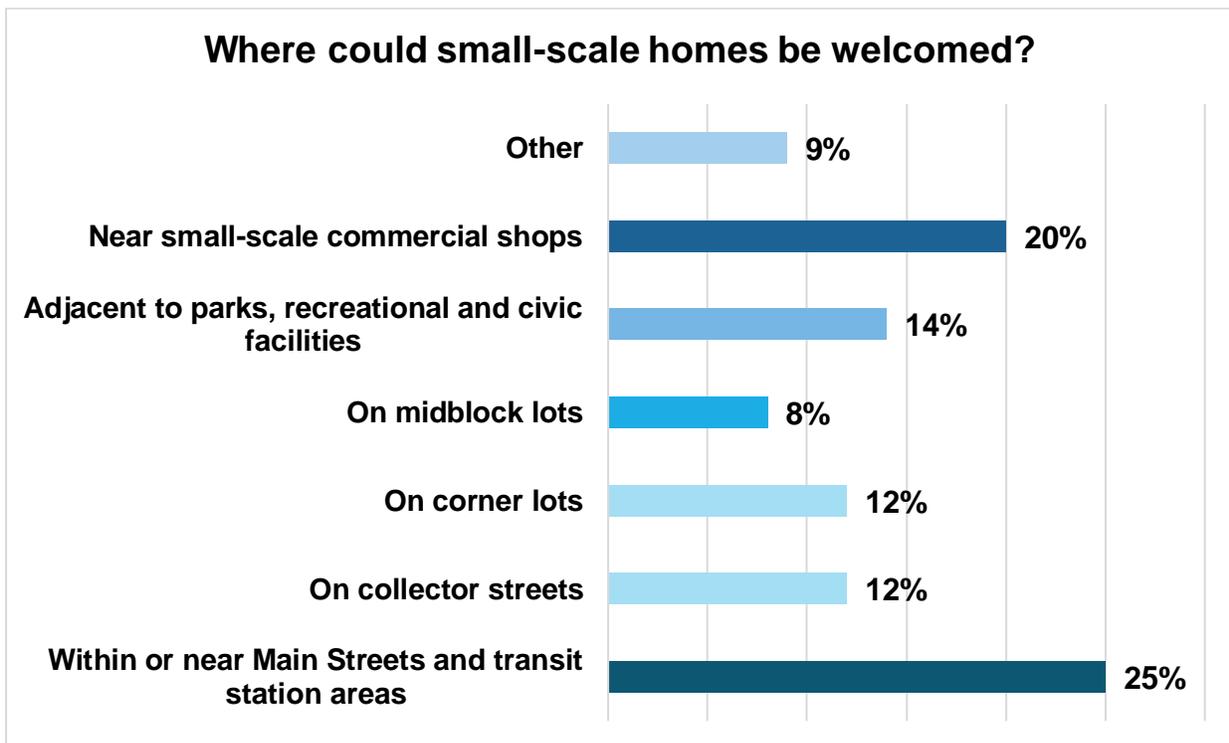
The high-level themes that emerged throughout all the comments received in Phase Three include:

- Participants expressed concern in regard to safety and traffic and the proposed small-scale 3+ unit homes
- Participants expressed that they wanted to see small-scale 3+ unit homes adjacent to transit and commercial shops
- Participants shared positive sentiments around small-scale 3+ unit homes
- Participants shared negative sentiments around small-scale 3+ unit homes
- Participants expressed concerns around community character with small-scale 3+ unit homes
- Participants feel that additional changes related to congestion, traffic, safety, parking, and crime need to be considered
- Participants shared negative sentiments around urban form map and small-scale 3+ unit homes
- Participants shared location specific concerns around small-scale 3+ unit homes
- Participants would like to see investment in more alternate forms of safe transportation such as dedicated bike lanes, sidewalks, and wheelchair accessibility
- Participants expressed that they would like to see preservation and protection of green spaces, parks, and urban forest
- Participants expressed a desire for more investments in safety in the plan area
- Participants would like to see investment in recreation opportunities such as splash/spray parks, playgrounds, and skating rings
- Participants shared negative 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:
Participants expressed concern in regard to safety and traffic and the proposed small-scale 3+ unit homes	<p>Participants expressed concern regarding safety and traffic and the proposed small-scale 3+ unit homes</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“None. we purchased further out of inner city to not be near 3 plus unit homes. This creates congestion, increased traffic, less sun exposure, and reduces the community feel.”</i>

	<ul style="list-style-type: none"> • <i>“Biggest worry is traffic concerns as well as parking as it already it is an issue throughout the community.”</i> • <i>“You need to consider parking and more traffic. Make communities more walkable. Tiny homes are a must for lower income families, or people with no children. Convert downtown office buildings into homes.”</i> • <i>“Parking is already challenging in the heritage area. Also traffic is already congested on elbow drive putting 3+ unit homes on that street will make it unmanageable.”</i> • <i>“I do not feel adding more building to any of these areas. Over populating will bring more crime, parking issues, devaluing the already lovely residential areas, more taxes, ruin views with high rises, road congestion. Please consider how current homeowners will be affect. This is not fair to change what many have invested their life savings into. 4 storey building should not be allowed in the middle of these single family homes. Maybe along McLeod and Bonaventure.”</i> • <i>“Mostly due to facilities. More facilities may already be there for near main streets or commercial areas. Corner lots with the community have more road adjacent, so more parking. A large 3-4 plex in the middle of a block of bungalows will ruin the whole look of the street, and not have the facilities (parking, internet, etc) to support it.”</i> • <i>“Not interested in this change! Our community has low crime which in turn required few police. Bring in more people and that will change. More people also means less parking for vehicles. We all know that causes problems too. The new homes will decrease the views for the existing homes which will decrease the happiness and value of the existing home. The city is just trying to squish us all together and take away the space that we love and enjoy. Do not like this change!”</i> • <i>“These areas are already being under-utilized and each of them is conveniently located near transit and the mall. Unfortunately, the number of time we catch criminals on our security cameras trying to access our cars is almost weekly, so I am not sure if increasing the population will increase crime or decrease it.”</i> • <i>“Having these near shops would allow growth without increasing traffic and parking issues within the neighbourhood. Also not adjacent to parks as increased density can lead to safety issues.”</i>
<p>Participants expressed that they wanted to see small-scale 3+ unit homes</p>	<p>Participants expressed that they wanted to see small-scale 3+ unit homes adjacent to transit and commercial shops</p> <p>Sample comments:</p>

adjacent to transit and commercial shops

- *“Multi level homes designed for more than one family should be close to transit as they always bring parking problems. Transit should be close to the homes.*
- *“It’s essential to have homes that are close to the train station areas. It would encourage more people to use public transportation than their private cars to work which would solve the morning traffic jam and parking issues. Currently I live in this area (Southland) and going North for work is challenging. In order to go to work I have to either go by car (~ 30 minutes/ one way) or take 3 public transits (1:30 hr/ one way). So spending 3 hours daily in public transportation is a nightmare. So we are really in need to have new homes close to train stations. Thanks for your effort.”*
- *“I think having small-scale 3-unit homes would appeal to people who want to be close to transit or retail.”*
- *“While I am certainly a proponent of increasing the density of central(ish) communities, I don't fully agree that all of the areas comprising the Heritage Communities LAP should or in reality could add density. I believe the communities contain excellent transit nodes and commercial strips mid-block, I would only support an increase in density around these sites. These sites, such as Heritage-Macleod or to a lesser degree Elbow-Heritage, have the necessary infrastructure needed to support additional density. The interior of communities such as Acadia or Haysboro don't really have infrastructure (proper Transit lines or large enough roads) to support a substantial increase in density.”*
- *“Multiunits could mean more vehicles, a less room to park on the street. Therefore, corner lots might be better. Near transit + commercial makes sense overall.”*
- *“Main streets + transit oriented development- greater potential to move larger number of people - current space use in many areas is underutilized. Corner lots - better utilization of space. Commercial- provides a support population for small scale local business owners typically in [illegible] buildings.”*
- *“On main streets and transit will allow the community to densify without changing the overall great community we live in. We did not choose collector streets because at no point in this did you define what that is, we did not choose the rest because we use.”*
- *“Really, the 3+ unit homes should be close to transit to support less usage of cars and near the shops, again, to promote less use of cars.”*

Participants shared positive sentiments

Participants shared positive sentiments around small-scale 3+ unit homes

around small-scale 3+ unit homes

Sample comments:

- *“We need more dense housing and 3+ units can be designed to fit in nicely on any street. I look forward to seeing the city grow!”*
- *“I support the building up of our neighbourhood, I am just worried about how it will be done. It would be uncomfortable to have a 6 storey building beside a single home, so I think there would need to be further development and planning.”*
- *“I am in favour of 3+ unit homes. There are many attractive units in both older and newer areas of Calgary. Since they are located in residential &/or family areas, safety is very important. Roads congested with numerous parked vehicles parked are less safe so mid-block lots are a less desirable location for this type of housing. I would like to see a requirement of 2 off-street parking spaces/dwelling. This may be a garage or driveway parking, front or back. If a property includes a backyard residence or a basement suite, this too should have off-road parking for one or two vehicles. Our roads need to be safe for residents to ride their bikes, walk their dogs, or to simply walk on a more level walking surface than our narrow sidewalks with their numerous dips for driveways.”*
- *“I believe they should be allowed where current zoning allows them to be built.”*
- *“many 3+ unit homes are still low density development forms that can fit into the context of other low density forms, such as single detached and semi-detached homes. More variety of building forms will fit a greater amount of people. This will provide choice and options to meet different needs, lifestyles, and wants.”*
- *“I like them and think they could be anywhere.”*
- *“Those options are anyway on less expensive lots/houses. It can bring newer/beautiful houses and add value to the properties/street, and not lowering the price of other properties like it would in the other options. There is also already more traffic in those streets, people who bought there knew it beforehand.”*
- *“Large blocky single detached homes are allowed everywhere. The scale is what's important. Multi unit small scale homes should be allowed everywhere and some thought should be given to design guidelines for all.”*
- *“I don't have any concerns with 3+ homes being brought in to neighborhoods. I think it will help older neighborhoods stay desirable and continue to grow rather than get run down.”*

	<ul style="list-style-type: none"> • <i>“I am personally for greater density and I don’t see anything wrong with these types of dwellings anywhere in my neighborhood.”</i>
<p>Participants shared negative sentiments around small-scale 3+ unit homes</p>	<p>Participants shared negative sentiments around small-scale 3+ unit homes</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“The residents of this community chose this neighbourhood for the single family dwellings not three unit complexes.”</i> • <i>“This input is ridiculous. It is broad and you intentionally not letting people make the points they want to. we want another category called single detached. Not only that but you whole pamphlet is purposefully deceitful. Just because you added a step does not mean you are not blanket rezoning. So from this point forward I will reference it as a rezoning. Houses larger than duplexes have a larger lot share. If new zoning is allowed, it is more likely houses will be knocked down then repaired. When you change zoning, land price will increase and house price will decrease making it more likely that it will be a teardown. House that are teardowns go into disrepair until flipped. Communities naturally change due to demographics. Where do you think the recent housing boom came from millennials maybe? some neighborhoods and corridors will benefit from changes some will be ruined. Take the value of the house and compare it area average, that will give you an idea of what areas will benefit.”</i> • <i>“Not interested in this change! Our community has low crime which in turn required few police. Bring in more people and that will change. More people also means less parking for vehicles. We all know that causes problems too. The new homes will decrease the views for the existing homes which will decrease the happiness and value of the existing home. The city is just trying to squish us all together and take away the space that we love and enjoy. Do not like this change!”</i> • <i>“I chose to buy a home in a single family home neighborhood. If had wanted to live in a higher density area, I would have made the conscious decision to do so. Why do the big heads at city hall want to change an area when there is no need to do so. It's unfair to the people that currently live in Haysboro and chose the area for it's LACK of 3+ unit homes to be forced to accept such a change. Leave well enough alone and focus on new areas where you can force change on developers.”</i>

	<ul style="list-style-type: none"> • <i>“Our neighbourhood does not need modern new homes. We do not have the Infastructure. We barely don’t even have reliable wifi. Not our our sewer and water systems able to handle more housing. None of us bought in these areas to have “new builds” and large buildings. We chose smaller house, more yard and space.”</i> • <i>“3+ unit homes are not welcome in my community, they would fundamentally change it in a negative way. Duplexes, townhomes and suites are also not welcome.”</i>
<p>Participants expressed concerns around community character with small-scale 3+ unit homes</p>	<p>Participants expressed concerns around community character with small-scale 3+ unit homes</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“Many people choose these communities for the single detached homes. Densifying with duplexes and 3 or more unit homes, will drastically change the feel of these communities. The draw for me to Willow Park, was the space, the single detached homes, the lack of modern looking infills, the great trees, and the quiet uncrowded residential streets. I do not want to see any multi family units or more than two story single detached homes on most residential streets. Placing multi family units in high traffic areas is fine, but lets not destroy the character and uniqueness of these neighbourhoods by building rowhouses, or even 3 story duplexes. We need diversity in the city, and we already have plenty of neighbourhoods with infills that have drastically destroyed the character of some of our older Calgary neighbourhoods. Many new neighbourhoods, also have a large amount of rowhouses, and triplexes, lets keep the heritage communities unique.”</i> • <i>“The beauty of the older neighbourhoods is the lack of 3+ unit homes and higher, larger homes. I understand the economics of allowing higher value property within the older neighbourhoods but isn't that why the City continues to approve the far-reaching subdivisions, for the tax dollars?”</i> • <i>“In older established neighbourhoods I believe that there should be a transition from main street/commercial streets to the streets made up primarily of single detached homes. I believe allowing these higher density homes on the periphery of these established neighbourhoods will allow for better protection of the character of the neighbourhood and will ensure that the single family homes and duplexes don't feel dwarfed.”</i>

	<ul style="list-style-type: none"> • <i>“These types of higher density homes need to be close to amenities to help keep the character of the neighborhood. They also can't be too tall (due to shading of other properties and sound travelling). They should be done with the aesthetic of neighborhood maintained, meaning don't put boxy infills 3 story high next to a 1 story bungalow. Or do the whole block that way across from a school. Don't make it look like South Calgary piecemeal, on crappy infill at a time.”</i> • <i>“In Heritage communities owners have purchased for a specific aesthetic and typically not for multi-unit properties to be build near by. Street parking would be a concern for many locations. Locating such development first close to Transit Stations would make the most sense as well as near high traffic local strip malls which already have perceived higher traffic flow pattern and easier to access.”</i> • <i>“From a heritage perspective, I believe it is important to protect the historic value of these communities. Unfettered demolition and redevelopment of houses in these communities means forever losing a unique aspect of Calgary's history. This is something irreplaceable.”</i>
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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?	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
Participants feel that additional changes related to congestion, traffic, safety, parking, and crime need to be considered	<p>Participants 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>Neighborhood connectors shouldn't be thorough ways. Have enough problems with traffic coming through that are not from the neighborhood speeding at 60-70 km on what are 50 km streets and same for those that are 40 km. Keep all development on MacLeod and at train stations.</i> • <i>I am in favor of the main streets like Bonaventure and McLeod. They can use some fixing up. I am not in favor of cluttering off the communities. They are like family to us all. Where is our security and safety. We walk through these communities and need to feel safe.</i>

	<ul style="list-style-type: none"> • <i>No one wants 4 storey buildings along Heritage Dr. You cut out sunlight, increased traffic and parking problems in communities not designed for large buildings.</i> • <i>Our community is single family homes. This is why we moved here 10 years ago. We wanted a quiet street on which to raise our family. I like that our streets are quiet, not congested, that we know our neighbours, have a sense of community and have space. I'm sure this can be said for others who may have moved into their neighborhood for similar reasons. You move to a place for what it offers. This plan could change my entire community and I am opposed.</i> • <i>I don't think all of the communities in the LAP should be treated the same-West Haysboro, Chinook Park, Kelvin Grove and Eagle Ridge are almost exclusively single family home residential. There are pockets of mixed-use/multi-family/retail along Elbow Drive and Heritage Drive but that's about it. Those of us living in these lower density areas would like to keep it that way. The streets can't support additional parking, the few parks we have are well-used. Please do not increase the number of homes/people/size of buildings.</i> • <i>where is all the parking designated? This is an issue. Also where is the police stations. We would need more security if increasing the population. This has become a big issue.</i>
<p>Participants shared negative sentiments around urban form map and small-scale 3+ unit homes</p>	<p>Participants shared negative sentiments around urban form map and small-scale homes</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"I cannot make a determination yes or no, what I can say is that my street, Abbott Pl. SE will be destroyed by this plan."</i> • <i>"Don't change anything! Leave the neighborhood alone!"</i> • <i>"No you didn't. Please respect the results of the CKE survey period we do not want the designation of neighborhood local in CKE! It will ruin the character of this amazing neighborhood. We do not want to be like Altador! The proposed height of six stories at Mayfair care center (Heritage and 14th) will have a devastating affect on the green space on Churchill Dr. Not to mention ruined the privacy and light of the homes nearby. The maximum height should be 3 storeys."</i> • <i>"We do not want this in our community at all. Please find open land in a rural area and build a new community there. Do not destroy our community."</i> • <i>"This map is deceptive and doesn't flag that you are running through duplexes, suites etc. We chosen to live in a</i>

	<p><i>community without those and want it kept that way. Start listening to our community associations instead of dismissing them and us. This process is a joke and the city should be ashamed of saying they are actually seeking and acting on community engagement.”</i></p> <ul style="list-style-type: none"> • <i>“Further, significant portions of the Heritage Communities are subject to restrictive covenants. The City will be wasting resources fighting taxpayers in court instead of focusing on redeveloping areas where residents did not purchase their property relying on specific zoning and/or restrictive covenants. There are so many areas of Calgary that ought to be redeveloped first - there is no reason to court controversy in the Heritage Communities.”</i>
<p>Participants shared location-specific concerns</p>	<p>Participants shared location-specific concerns</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“Heritage Dr West of Saint Andrews should not be a connector nor should buildings of more than three stories be allowed because of the pathway, road direction North + South of heritage, and problems with increased traffic away from these areas. No increased density near elementary schools for safety (eg Eugene coste). No increase density on Acadia drive between Fairmont and 94th because it's the middle of the neighborhood- neighborhood design and capacity. No increased density along Fairmont, except at intersections (within 75m), except @Southland Dr. because of Neighborhood design and road capacity too.”</i> • <i>“Colleen Ave SW (southside) is zoned RC1 not for multiple residences. Should be split in alley way between RC-1 and S-C1”</i> • <i>“I am concerned about the proposed neighborhood flex on the corner of Acadia and Willow Park. While I agree with the idea of commercial, as commercial already exists, I would prefer it to be a neighborhood connector, not flex. The four houses immediately across do not have a back alley and we have to back out onto Willow Park into traffic. There are already times of day when this is very difficult, more traffic we'll make it impossible.”</i> • <i>“Because Kelvin Grove is not an appropriate community for this type of redesignation. It was not built to handle this densification and the redesignation is unwanted.”</i> • <i>“There should not be tall apartment buildings up to six stories developed at the corner of Heritage and 14th St SW - Two close to children play park in Chinook park. Traffic congestion will be an issue as well.”</i>

	<ul style="list-style-type: none"> • <i>“Six stories at Mayfair care center is too high - Max height should be three story. Four stories along Elbow drive and Heritage Dr, West of Elbow would cause way too much congestion. It would ruin all the light for the homes that would back onto a four-story building.”</i>
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Topic 2 – Question 2: Did we get the Draft Building Scale Map right? If no, what additional changes should be considered, and why?

<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
<p>Participants feel that there are congestion, traffic, parking, safety, and crime concerns</p>	<p>Participants feel that there is congestion, traffic, parking, safety, and crime concerns</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“I do not agree with the change of Hays Farm area from a "Low" to "Mid". Those of us living East of this complex have enough water run off issues without adding more problems that a larger and increased occupancy building would cause. A 12 storey building would block our sunlight. New development would have noise disruption from construction and traffic with increased congestion on Elbow Dr & parking issues on the streets adjacent. We already have numerous strip malls located thru-out the neighborhood with vacancies for businesses. A more appropriate location for this type of 7-12+ stories would be at the corner of Haddon Rd & Heritage Dr. Putting a tall building in the middle of residential housing is not practical nor is it wanted. It would be a total eyesore.”</i> • <i>“This increased density will greatly impact traffic/existing parking issues.”</i> • <i>“The higher traffic, community corridors are already well frequented. By creating more high density housing with commercial buildings combined, brings a vibrancy and refresh to those areas. It also attracts more quality businesses or more “hip” places. I know that sounds dumb. But I would love a deli, or more restaurants, or more bakeries in biking/walking distance. It promotes getting out and putting \$ into your community.”</i> • <i>“The scale should be lowered at the Mayfair Care centre located at Heritage Dr and 14th Street. A six-storey building would be a nightmare for the community. Parking around that block is already so busy, cars routinely park in front of the lowered sidewalk so it's very difficult to maneuver a stroller, and impossible to maneuver a wheelchair safely to access the crossing at 14th street to connect to the</i>

	<p><i>reservoir. This site is also kitty corner to the Churchill Park which is the heart of the neighbourhood. Having a huge building there would ruin the sunlight, character and most importantly the safety for children to be outside to play. A 12 storey building on the corner of Elbow Drive and Heritage is far too high. Please consider lowering to six storeys. Again there is a lot of foot traffic here for children to reach the junior high and charter schools in Haysboro. As well the surrounding homes would have a towering building as their new view - totally ruining the community vibe."</i></p>
<p>Participants expressed concerns around the community character</p>	<p>Participants expressed concerns around the community character</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"Fairview is dominated by single story homes and the 4 story along Fairmount Drive would have big impacts to the character of the neighbourhood. The homes in Fairview are well-built and not many need to be replaced. Renovations to the interiors is common but complete tear down is not. Knowing this the single story homes will be the predominate in the neighbourhood for another 50 plus years. 4 story is not the appropriate scale along Fairmount Drive- max. 2 story homes should be applied to the collector in Fairview."</i> • <i>"All homes in Acadia are single story with the exception of perhaps two units that were anomalies. The proposed two and three story units will tower over the existing yards with the result being that these entitled residents will take exception to any "out of sort" items in neighbors yards that does not appeal to their own "tastes" as has happened in other expensive communities. The proposed two and three story plus do not fit the local community architecture and green spaces."</i> • <i>"The Low Modified is fine, however the "Limited" category should be refined to 2 stories or less for the interior of communities to retain the character of the community."</i> • <i>"Too many multi family dwellings take away from the character of the community"</i> • <i>"Duplexes / townhouses / suites should not be allowed in communities where they are not currently present. To allow this would hugely change these communities. Why isn't this an area of input??"</i> • <i>"The draft shows the Hays Farms property as allowing up to a 12 storey building. An office tower or apartment building on this property would increase traffic on Elbow Drive, which is busy enough already. It would not be in keeping with the overall esthetics of the neighborhood. This type of development should be kept to the nodes or along</i>

	<p><i>Macleod trail where there is better traffic flow. We have a lovely community and putting over three storeys on this property would be unsightly. Small scale homes in keeping with the overall community would be more appropriate."</i></p>
<p>Participants shared location-specific concerns</p>	<p>Participants shared location-specific concerns</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>"Four storey buildings on Heritage Drive between 14th Street and Macleod Trail are not in the public interest. That corridor cannot accommodate increased traffic and any infrastructure upgrades will only hamper through traffic, thereby damaging local business in the commercial hubs at the intersections with Elbow Drive and Macleod Trail."</i> • <i>"Fairmont Drive is not really low-modified. It is mainly single family homes."</i> • <i>"Unfortunately, it is not correct. The areas along Elbow Drive and Heritage Drive SW should not be higher than 3 stories and should be re-labeled as "Limited", unless it already exists as a 4 story structure."</i> • <i>"Summary: Change elbow and heritage (and fairmont) to be "Limited". At a minimum, change the corner of 14th and heritage to be "low- modified" however ideally also remains as a "limited"."</i> • <i>"Good, except corner lots, that are way too narrow to have Kelvin Grove more than one story."</i> • <i>"Fairmont Drive and Acadia Drive should be limited."</i> • <i>"Please change the scale of Southwood corner (SW of Elbow and Southland) to low. the neighbors to the West (Snowdon Cres) our wary for density of buildings to be upwards of 12 stories. There are many concerns regarding privacy and sun (which we know isn't considered an impact to the city) they fear would be detrimental to their quality of life."</i>

Topic 3: Investment Opportunities

<p>Question: Do you have any additional ideas for investment priorities that would help support growth and change in the Heritage Communities?</p>	
<p><i>Theme:</i></p>	<p><i>Explanation and sample verbatim comments:</i></p>
<p>Participants would like to see investment in more alternate forms of safe transportation such as</p>	<p>Participants would like to see investment in more alternate forms of safe transportation such as dedicated bike lanes, sidewalks and wheelchair accessibility</p>

dedicated bike lanes, sidewalks and wheelchair accessibility

Sample comments:

- *‘Create off-street pathways along Fairmount Drive SE and Acadia Drive SE, linking Fairview to Fish Creek Park.’*
- *“Convert Elbow Drive SE to three lanes (1 travel lane per direction with a centre turn lane) and stripe the edges for cycling. Design this for future curb relocation to protect those bike lanes.”*
- *“Improve pedestrian crossings at key intersections.”*
- *“These are all great ideas! Providing spaces & pathways to walk and cycle with "rest areas" that showcase the communities would be fantastic.”*
- *“I support all the ideas listed with particular focus on affordable housing, expanding the tree canopy and green space, and expansion of the pedestrian and biking infrastructure. All investments must promote climate mitigation and adaptation.”*
- *“Walkability should be prioritized. Also, Elbow would benefit from a dedicated bike lane.”*
- *“Pedestrian use of Macleod Trail needs sidewalks on both sides, some sort of barrier between the sidewalk and road. Otherwise walking along Macleod Trail is just scary.”*
- *“Most of the biking and cycling paths for commuting purposes are broken. Pathways around the reservoir and area are great, but are really recreationally-focused. I try to commute by bicycle.”*
- *“Bring in urban planning that supports young families and attracts them to these neighborhoods. Increase outdoor spaces that include paved walkways and bike lanes, update VERY outdated playgrounds with unique, natural, and inclusive structures, consider other outdoor options (water park?).”*
- *“As separated/designated bike lane that connects to Glenmore reservoir bike paths would be nice on Elbow drive.”*

Participants expressed that they would like to see preservation and protection of green spaces, parks, and urban forest

Participants expressed that they would like to see preservation and protection of green spaces, parks, and urban forest

Sample comments:

- *“more parking, more green spaces, more art. More trees. better bike paths. turning light fairmont onto southland. Encourage urban farming. Bees, enrich the park spaces in Acadia.”*
- *More trees and native flowers would be great.*
- *Consider efforts to expand the urban forest in residential areas.*
- *Increase green space - dog park and general community green get together areas.*

	<ul style="list-style-type: none"> • <i>Keep the green areas and the mature trees.</i> • <i>More accessible green spaces, pocket parks, boulevards, as we densify and take away people's personal yards it would be good to add some more shared green space. Also pathway/overpasses to get more pedestrians and bicycles off the major traffic routes</i> • <i>Make sure green spaces are maintained or even added as nature walks enhanced mental health.</i> • <i>I am not an expert, but anything that promotes safely and preservation of green space.</i>
<p>Participants expressed a desire for more investments in safety in the plan area</p>	<p>Participants expressed a desire for more investments in safety in the plan area</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“Any development around LRT stations has to include improved security. I find the current state of LRT stations along the Heritage Communities corridor to be extremely unsafe and until the problem is rectified, the city’s focus should be getting the problem of drugs, homeless etc cleaned up around these Stations before worrying about what type of housing is going to be built in the communities years from now. If this problem is not attended to now, people won’t want to even live in these communities in the future.”</i> • <i>“Improve safety by combatting crimes of opportunity, car prowling, illicit activity.”</i> • <i>“The city should increase police presence in the area there are too many car break in's and garage robberies.”</i> • <i>“live-work and mixed use along major corridors would work well in this area. Lower main street speed limits and a more walkable frontage in those corridors would also be effective and give it a more connected feel.”</i> • <i>“Priority need to be given to revitalizing the train station, particularly Heritage. Currently it's verging on unsafe, attracting drug and alcohol use and functioning as a makeshift homeless shelter. These problems need to be addressed before any meaningful improvements can be made in the community.”</i> • <i>“Crime prevention. Usable outdoor space. Make our sidewalk accessible with ramps at corners. Community hub in Fairview.”</i>
<p>Participants would like to see investment in recreation opportunities such as splash/spray</p>	<p>Participants would like to see investment in recreation opportunities such as splash/spray parks, playgrounds, and skating rings</p> <p>Sample comments:</p>

<p>parks, playgrounds, and skating rinks</p>	<ul style="list-style-type: none"> • <i>“Bring back the community centre in Fairview. A nice area to have a place to gather. An outdoor skating rink in winter and space to play sports on concrete, like basketball would be a good use of skating rinks in the summer. Right now we have none.”</i> • <i>“Adult playgrounds or obstacle courses in existing green spaces.”</i> • <i>“Bring in urban planning that supports young families and attracts them to these neighborhoods. Increase outdoor spaces that include paved walkways and bike lanes, update VERY outdated playgrounds with unique, natural, and inclusive structures, consider other outdoor options (water park?).”</i> • <i>invest in more public access to park amenities in Fairview ie splash pads, skate parks, new playgrounds, basketball court ect.</i> • <i>This is an older community that young families are returning to. It would be nice to see facilities that reflects that such as a skate park.</i> • <i>As a family with young kids, I would like to see newer playgrounds and improved bike paths, especially to connecting communities and the reservoir.</i> • <i>Make sure there are plenty of green spaces - trees, plants, benches, etc. The empty YWCA lot on corner of Heritage + Haddon would be a good spot for a small water park + skate park or tennis courts where they are now. The small park near LRT is not safe for kids on many levels including homeless, drug + alcohol activity.</i>
<p>Participants shared negative sentiments about proposed investment priorities</p>	<p>Participants shared positive sentiments about proposed investment priorities</p> <p>Sample comments:</p> <ul style="list-style-type: none"> • <i>“I oppose all of the above until my communities input on the Heritage LPA is considered.”</i> • <i>“Duplexes / townhouses / suites should not be allowed in communities where they are not currently present. To allow this would hugely change these communities. Why isn't this an area of input??”</i> • <i>“I choose none as this process does not appear to consider any input from the community in making huge changes to what our daily life would be. My community has clearly articulated that it is not in favour of changes to allow duplexes, suites, townhouses etc but this has not been considered / reflected in any of the planning.”</i> • <i>“The hypocrisy of this document claiming to improve the uniqueness of heritage communities by making them more gentrified is infuriating. All this plan is doing is taking away</i>

the very core of what makes these neighbourhoods unique. You're plan will ruin the character and charm that made the residents want to live here. Mayfair and Bel-air were given exemption from this and so should CKE."

- *"I am opposed to the investment priorities identified. Our community is single family homes. This is why we moved here 10 years ago. We wanted a quiet street on which to raise our family. I like that our streets are quiet, not congested, that we know our neighbours, have a sense of community and have space. I'm sure this can be said for others who may have moved into their neighborhood for similar reasons. You move to a place for what it offers. This plan could change my entire community and I am opposed."*

- *"ONLY ALLOW SINGLE DWELLINGS!!!!!! People are investing in these communities and businesses want to be near them. It is not all about increasing city halls tax base because its about community and the volunteers and the families that live here!! Think about those prior to thinking about the money this will generate. As that is the spin on everything you have put up above."*

- *"Leave them alon! Put the high density on outskirts in new deveopmens. I hate what has happenedin communities like killarney. It used to be a nice safe neighborhood and now you have ruined parking, brought in crime and made it unpleasant. You are planning the same for the rest of us. Stop!!"*

- *"Leave the communities alone, invest else where in new land and building a new community leave us alone!"*

- *"No Developments is appropriate in Any R1 or RC1 neighbourhoods. \$0 should be spent here."*

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 January 24 – February 12, 2023, 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 Heritage Communities. Please pick up the information booklet to review, and participate in any of our online Q&A sessions with the team, or attend the public information session on February 6, 2023, at the Acadia Rec-Plex 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 our project website.

To stay up to date on project details and future engagement opportunities, please visit calgary.ca/heritagecommunities and sign-up for email updates.

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

Heritage Working Group Session 11, May 2 & 4, 2022

Below is the summary of the Phase 3 discussions we have had with the Heritage Communities Working Group on May 2nd (in-person) May 4th, 2022 (virtual)

Topic 1: Small-Scale Housing

The small-scale housing theme focuses on where 3+ unit homes are welcomed within the plan area.

Question 1: We are looking to encourage rowhouse-type homes in various locations such as within transit stations, near or adjacent to Main Streets or Activity Centers, on higher activity streets like collectors, adjacent to regional pathways, areas with higher pedestrian activity and where the parcel has a lane. Do the locations to encourage rowhouse-type homes (up to three stories with three or more units) make sense to you? Why or why not?

Summary of Input:

Some Working Group members felt that rowhouse-type of homes should be allowed everywhere in the plan area to allow for equitable housing opportunities for future generations looking for diverse housing options in these communities who are unable to advocate for themselves at this time. Some Working Group members felt that they should be located anywhere that they can easily blend in with lower density built forms and supported by multi-residential criteria such as corner lot, access to collector standard road or higher, access to nearby transit especially if parking reduction and relaxation is being proposed, near parks and open spaces, community amenities, commercial-retail, and employment opportunities. Other Working Group members felt that rowhouses may be more appropriate on collectors and corners of a block rather than mid-block.

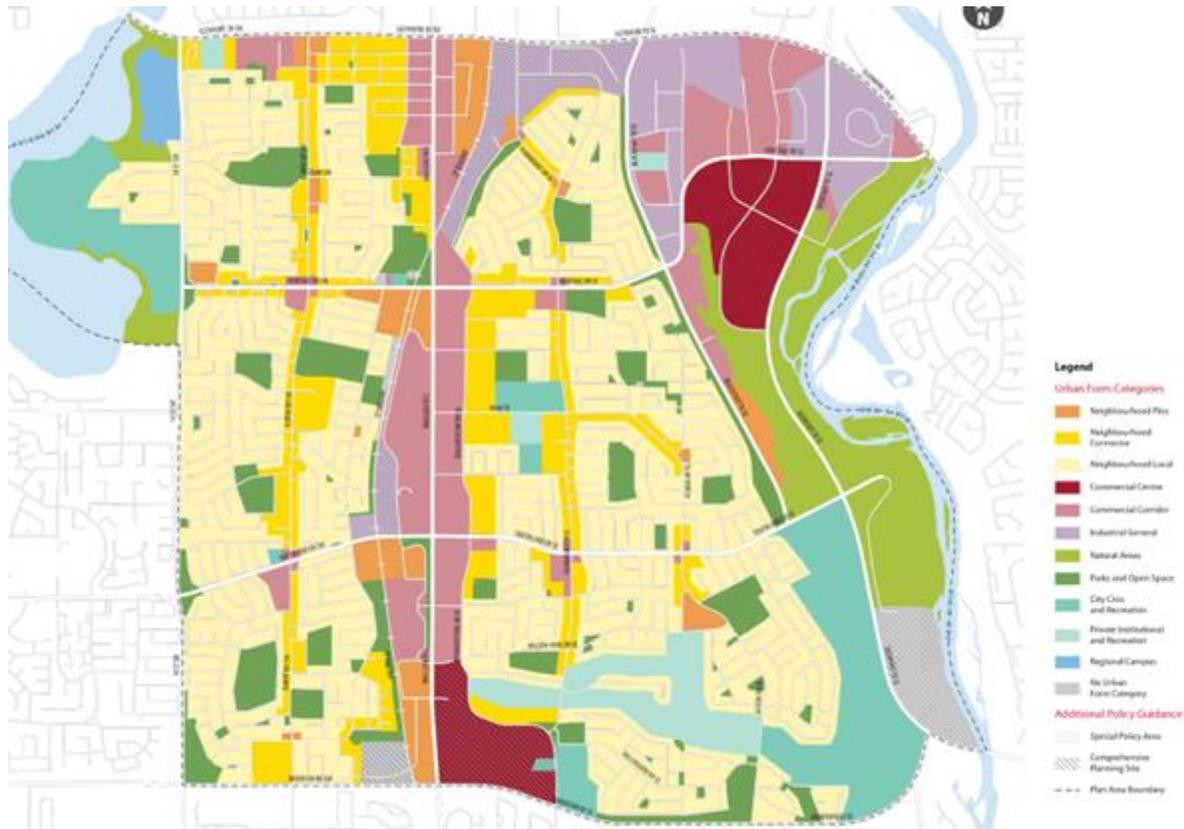
However, Working Group members are concerned about the height of the homes and feel that 12m is very tall next to existing bungalows.

Question 2: Do you have any other ideas or concerns about how to support the integration of small-scale homes in your community?

Specific comments and suggestions were:

- The City should really encourage concurrent application processes to reduce the concerns expressed by communities when it comes to materiality, sun-shadow impacts and scale and fit.
- When will The City be sharing the servicing studies that ensure the densities being proposed can be serviced or when the infrastructure upgrades will be done?
- If the lanes are to provide access to the parcels along Elbow, a policy is needed to potentially widen the lane in the future to make sure it is efficient and provides the services that are needed such as garbage, utilities and access.

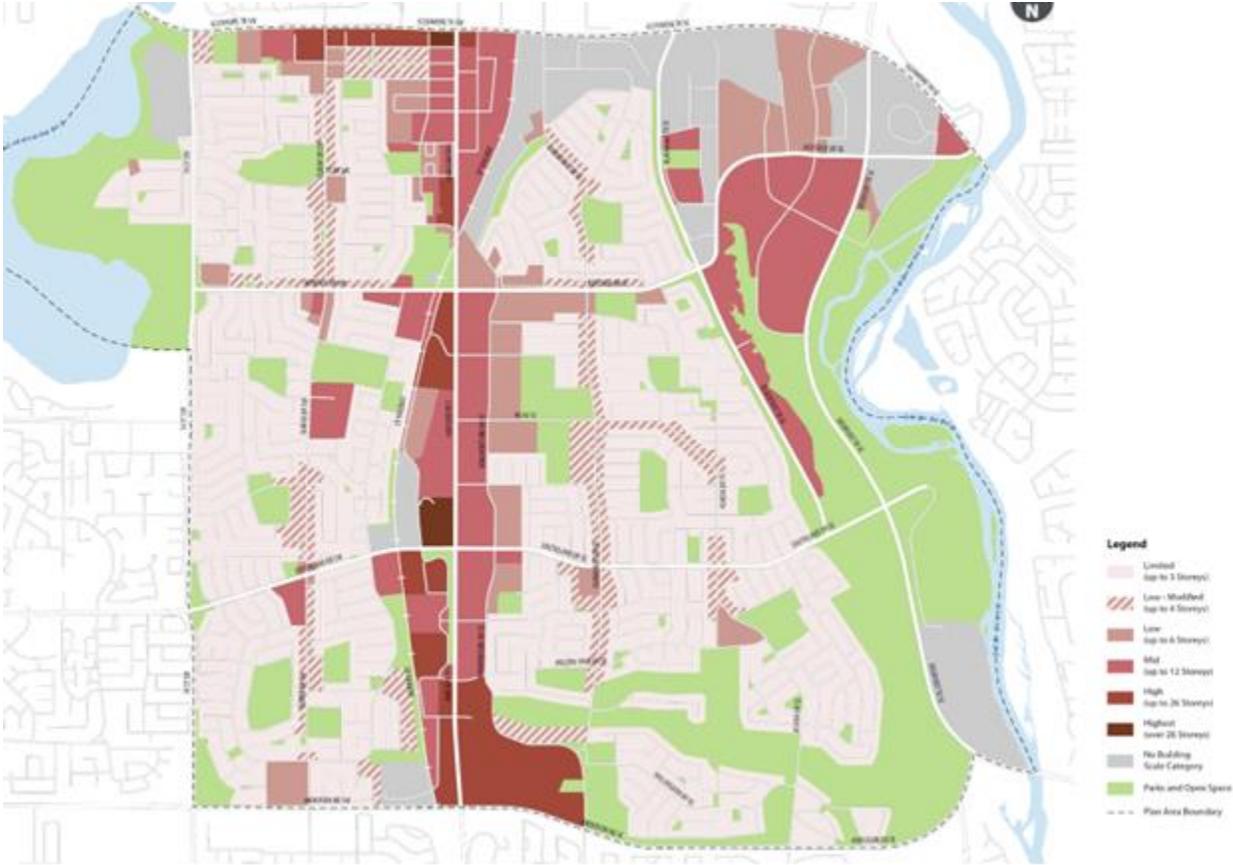
Topic 2: Draft Urban Form Categories Map and Draft Building Scale



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

Specific comments and suggestions were:

- This map is solid- the concentration of commercial/residential uses primarily along MacLeod Trail and in proximity to LRT stations/South Centre Mall is great and will be able to accommodate much of the future growth/heavy lifting in the Heritage communities.
- Max out the limited category at 10m, rather than the taller 11-12m option.
- Having Low-Modified along the portion of Fairmount Dr that goes through Fairview is also somewhat concerning.
- There could be mixed use with residential in Fairview Industrial
- Residents of Fairview have traffic and parking concerns.



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

Specific comments and suggestions were:

- Well-designed 6 story buildings with step backs can have the feel of a 4 story building from the street. Were right of way widths taken into consideration for this 4 story scale? Best practice urban design looks at approximately a 1:1 ROW width to street wall ratio.
- The gaps and disconnect in low-modified scale along the neighborhood connector corridors (Elbow Drive in Haysboro and Fairmount Drive. in Acadia) are confusing. It would be better to have that entire corridor be assigned this scale.
- Much of what we are seeing in Kingsland when it comes to the higher story urban form is what is expected but for rowhouses being a part of limited form everywhere. These would be more appropriately mapped in locations that are appropriate based on responses to the first section (corners, near transit, etc.). Limited should max out at a height of 10 meters.

Topic 3: Investment Priorities

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

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

Specific comments and suggestions were:

- Streetscape master plans along neighborhood connector roads (Elbow Drive, Fairmont Drive specifically) to prioritize these places for pedestrians and cyclists and ensure their function can accommodate greater population and jobs over time.
- High quality transit station design for both LRT and BRT such as art, seating, lighting and plants.
- Better pedestrian and cycling connectivity and infrastructure east-west in particular for Fairview.
- Continue to support low income housing as a component of the area around transit.
- Continue working with community associations to identify key areas for investment and upgrade such as parks, playgrounds, art, etc.
- Affordable housing options at the corner of Elbow and Glenmore in Kingsland along with a mixed use building.
- Streetscape planning for Elbow Drive, Macleod Trail, and Heritage Drive. Significant investment is needed on the north side of Heritage Drive to make is safe and enjoyable.

Topic 4: Fairview Industrial

The topic focuses on opportunities for growth and change that, when implemented, can help support growth in the Heritage Communities.

Question: What opportunities for growth and change do you see for the areas around the potential infill station in Fairview Industrial? Why?

Specific comments and suggestions were:

- Supportive uses that are actively utilized through the day for a growing population - more commercial uses for Fairview residents to enjoy and feeling safer.
- Supporting infrastructure such as sidewalks, lighting, all modes movements, public realm improvements.
- An additional station near Kingsland would also support the commercial and residential in our community.

Heritage Working Group Session 12, November 15, 2022

Below is the summary of the Phase 3 – Session 12 discussion we had with the Heritage Communities Working Group in-person session on November 15th, 2022

Topic 1: Activity Centres (Nodes) and Community Corridors

Question 1: What do you think about the location of the proposed Neighbourhood Activity Centres on and around existing commercial nodes along the Community Corridors?

Specific comments and suggestions were:

- There is a nebulous relationship in reality between intensity in neighborhood corridors areas and Neighborhood Activity Centres as ideal density support small format. Commercial in Neighborhood Activity Centres can fluctuate depending on economic and housing factors. It would be good to see more flexibility with Neighborhood Activity Centres.
- Agree with the southern section of Acadia Drive to not be considered a community corridor due to the noise walls on Southland Drive, the houses face away from Acadia and its already an existing pedestrian experience.
- They seem to be in the right locations. What about Anderson at Elbow Drive?
- Locations make sense and are typical according to the group's discussions.

- Locations are associated with existing uses. Some are too far spaced out for comfortable walking distance with kids and lower mobility or for carrying things home. There should be one at Elbow & 89th, and one or two between Southland & Anderson on Elbow Dr.
- Neighborhood Activity Centres are great!
- Good, already exist for the most part.
- For Fairview, these appear to be basically the same as the previous draft (and make sense).

Question 2: What do you think about the revisions made to address the concerns we heard about the proposed building scale and potential for commercial uses along Community Corridors?

Specific comments and suggestions were:

- Allowing more flexibility regarding intensity all along corridors would take some of the inevitable development pressures off neighborhood connector areas. Would also be good to see stronger language around active travel infrastructure along these corridors as well as transit access.
- Makes sense where they are.
- Limiting driveways is great.
- Revisions make sense to appease potential commercial concerns, but it should allow and encourage 4-5 story commercial mixed use-suggestion is low to modified or low between Glenmore- Heritage Drive all along Elbow. Makes sense to start stretching the density from Mayfair and Chinook area along Elbow and bring that down to Chinook Park and Kingsland.
- More focused and conservative, maybe calming to the very loud and funded single family defenders. But nothing will satisfy them, so really, its dialed back way too far from previous version.
- It feels like a lot of the earlier discussion to have the long corridors developed, has been rolled back to the nodes. Can this be made more flexible, that if a development is proposed along the corridor, and it's keeping the spirit of our previous discussion, the plan doesn't kill it by default?
- The concentration of scale at the nodes is great to create mixed use areas. The concern would be that corridors have moved to a largely limited scale (Elbow, Bonaventure, essentially everywhere that is neighborhood connector. Neighborhood connectors should be low-modified scale.

Question 3: What do you think about adding the Community Corridors to Map 2 to more clearly identify them?

Specific comments and suggestions were:

- This helps clearly illustrate the reality of connections. Wish that corridors would require enhanced cycling and walking as part of policy. This group has asked for enhanced bike connectivity including dedicated bike lanes on Elbow – would be nice to see this reflected in the policy.
- Add transit station circles on Building Scale Map.
- Why is Southland not a corridor in a plan where Heritage Dr. is?

Topic 2: Macleod Trail S Urban Main Street

Question 1: What do you think about the approach to consider Macleod Trail S as a larger redevelopment corridor rather than a linear Main Street?

Specific comments and suggestions were:

- It's a great idea, so long as some of the Row on either side is dedicated to improved active travel infrastructure and that site interface with MacLeod Trail accounts for this.
- The opportunity to have dual facing parcels is excellent. Larger redevelopment versus linear thinking is great. East to west (and vice versa) activity was a major concern in previous sessions. Could policy be drafted to allow better pedestrian access across MacLeod and vehicle traffic?
- Macleod pedestrian traffic should be through sites N/S or on next block over.
- We have discussed the opportunity to take advantage of development around and through Macleod and expressed a desire to have connectivity across and around it. The side streets are just as important to address and develop meaningfully.
- Appreciate this change, allows for consideration of multiple sequential shopping districts.
- Can cycling and pedestrian connections be prioritized on the side streets (e.g., Bonaventure, Elbow Dr.) Cycling paths on either side of Macleod Is very important.
- Holistic approach with larger parcels to create transitions is important.
- Great, great, great! Responds directly to some of the major themes discussed about Macleod – parallel bike routes (Bonaventure, Elbow, etc.), buildings facing both sides, inwards, better pedestrian experience overall. Like the emphasis on usual impact, variation etc. would love some addition of green space that cross Macleod, to break things up from concrete & chrome/ glass and pedestrian routes.

Question 2: What do you think about the revised Main Street policies in general?

Specific comments and suggestions were:

- Public realm safety and gathering places are key.
- Policy to include outdoor mall type like Willow Park Village is important.
- Could sustainability be added in the policy of new developments such as material use or green spaces on roofs and add and maintain trees?
- Comprehensive, support them.

Question 3: What do you think about the policies for dual frontage sites (for sites that have frontage on Macleod Trail S and a parallel side street) to include buildings that front both streets and improve east-west connectivity between those streets?

Specific comments and suggestions were:

- It's useful, safe, comfortable design on the ground is incorporated, so there is good pedestrian connectivity and a quality public realm
- As long as the frontage is not blocking vehicle and pedestrian visibility – the buildings need to be set back from the sidewalk. Dual facing buildings need to be walkable without vehicles and pedestrians conflicting.
- East-West connectivity for pedestrians and cyclists is paramount.
- How does dual frontage site's addresses the east-west connectivity?

Topic 3: Transit Station Areas

Question 1: What do you think about expanding the Core Zones to include additional parcels around the LRT stations and increasing allowable building scale?

Specific comments and suggestions were:

- Need to ensure that increased scale moves along with increased access to high quality public realm, active travel, and green infrastructure.
- Increased scale will create a cold wind tunnel effect and essentially create more vehicular need.
- Policy "e" re parking is great.
- The South Center Mall site has ability to support greater than 26 stories.

- The more housing, we can get close to train stations, while preserving some variety, the more useful the stations become.
- If anyplace in the plan area could support that development, its here.
- Anderson station is a huge future opportunity, good community, good access to Stoney Trail, etc.
- This is where the buck of new density belongs.
- The SE corner of Heritage and Macleod (already on a hill compared to the intersection) might not be great for less than 26 stories. Assuming the transition zones will make this less abrupt. Still seems potentially very high scale.

Question 2: What do you think about expanding the Transition Zones to areas within approximately a 5-minute walk and supporting a range of grade-oriented housing forms such as rowhouses in these areas?

Specific comments and suggestions were:

- So long as excellent connectivity to active travel infrastructure is provided and parking maximum and significant relaxations are strongly encouraged.
- If the 5-minutes' walk zone expansion means a new community at the edge of the city does not get build then- yes, expand the walk and transition zone.
- They should be maximized. More transition zone area reduces sprawl.
- This is a good change. 5-min walk for a transition zone might be a little small. There is an opportunity to expand these transition zones to allow for more housing to address the "missing middle" forms of housing. Alternatively, allow more "middle" housing along the community corridors
- This route is thoughtful and great. Encourage all forms of housing within a 5 minute walk of a transit station.
- Be mindful of existing RC1.
- Adding "transition zone" was a bit confusing. Or maybe we just need a clear definition which includes housing, urban forms, etc. Agree with a transition zone, just needs to be a bit clearer.

Topic 4: Small-scale Housing

Question: What do you think of the criteria proposed for where building forms of three or more residential units (e.g. triplexes, rowhouses, and townhouses) should be supported?

Specific comments and suggestions were:

- While not a huge fan of the artificial constraints on larger term incremental growth introduced by the limited scale modifiers. I understand why it was done. Given the scale of higher intensity for development and opportunities that are being introduced in this area. I think that's creating diverse enough opportunities for housing options. However, I don't know whether that's efficient to meet demand beyond 1-2 community life-cycles.
- It makes sense but development and maintenance guidelines and policy for the green spaces is needed and not taking away from the green spaces that already exist.
- Policy C is great.
- The envelop footprint needs to remain as 1-2 unit so the neighborhood feels stays how the community has stated.
- Parking needs to be considered in policy for any 3+ unit developments.
- 3 units should be allowed liberally. The scale and heights need sensitivities but 3 units on some sites is perfectly reasonable. Or are secondary suites universally allowed? The policies stipulate suites can be included "where allowed" but can we say all "low scale" housing can accommodate low secondary suites at minimum?
- Clarify the language on 2.2.1.6 policy C. do you mean 3 units are allowed if it looks like 2? I don't support single family preservationist policy. I have no issue with row housing anywhere. Limiting height is more important to me in maintaining access to light.
- D.ii – more detail on "corner parcels"? if someone bought 5 units adjacent incl. a corner lot. I feel that doesn't meet the intent. I feel an upper limit maybe useful as well. I can see a scenario where this is a loophole to be abused.
- Myself and my neighbors are not thrilled at the prospect of all residential communities being default approved for 3 stories. Neighborhoods like Renfrew with original small homes surrounded by enormous 3 story houses built to the maximum size.
- Could "policy" b. be amended to add a statement such as, "new buildings should have a similar envelope as building forms that already exist.
- Can LAP encourage or suggest improvements to Heritage Drive and Macleod Trail intersection? Very little in here so far seems to address the poor permeability across Macleod Trail.
- This is restrictive and limits flexibility over time. This is a long term plan, and this isn't inner city plus there are plenty of growth opportunities along Macleod Trail, but this approach is too restrictive to the growth of the missing middle. Huge areas of this plan are limited to single and semi infill development. What is the point of this 3 year + exercise when 70% of the plan area will remain single and semi? Is this not meant to be a decade into the future visionary document? What is the point if bylaw sustainment (H-Go, R.CG etc) if the higher order policy limits this progressive change to transition areas, corner parcels, and adjacent to parks over 0.5? What about better alignment with multi-residential infill criteria?
- Limited scale map is helpful. Be careful as not everyone wants to live in and around row houses. Fabric of community that you choose to live and buy in.
- Better, honestly, as a compromise position.

Appendix 2: Phase 3 - Community Associations Summary of Session Feedback

Heritage Community Association Meeting(s) Summary

Below is the summary of the Phase 3 discussions we have had with the Heritage Communities Community Associations. We held two sessions on May 26 and 31, 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
Summary of Input: Community Association members felt that near Main Street and transit station areas are better suited to moderate-large scale development.

On collector streets
Summary of Input: Community Association members felt that collector streets with bus routes are appropriate since residents who rent do not use a vehicle and use transit. However, Community Association members are concerned about speeding, parking, waste and recycling issues.

On corner lots
Summary of Input: Community Association members felt that corner lots are a good for 3+ unit homes due to size of corner lots. However, Working Group members are concerned about parking, waste and recycling issues.

On mid-block lots
Summary of Input: Some Community Association members felt that if shading is of concern homes on east west streets could go to 3 stories and north south streets could stay single story. Some Community Association members felt that shading becomes a problem for the single family homes that remain and impacts those lot value

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

Summary of Input:

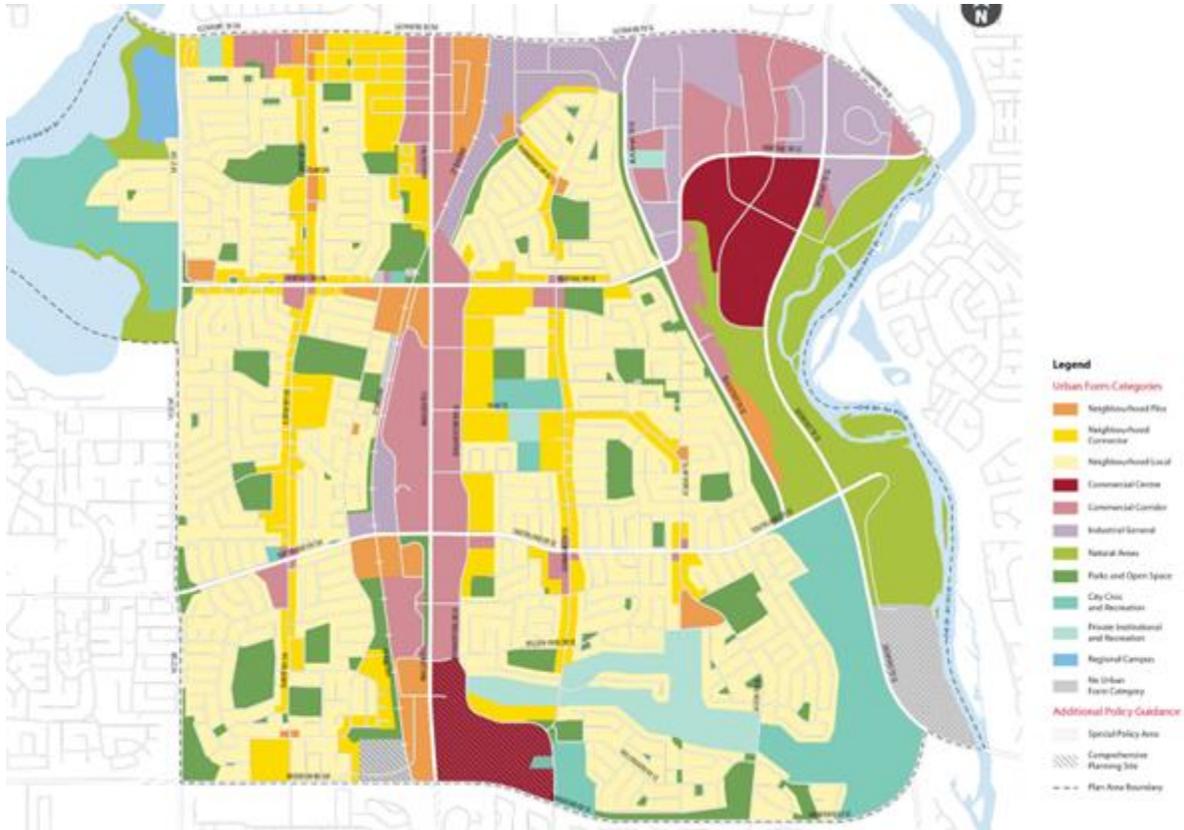
Community Association members felt that higher densities closer to amenities is a plus especially for improved accessibility. Also, 3+ unit homes benefit from being close to park space. However, some Community Association members are concerned that green space might be diminished

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

Summary of Input:

Community Association members felt that mix use is desirable and dynamic. However, there were also concerns expressed about location of shops and the types of buildings in the vicinity.

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



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

Specific comments and suggestions were:

- The trailer park on Blackfoot should be retained. Mobile homes provide people with lower incomes to take pride in home ownership.
- An additional corridor has been added along Heritage Drive which was not part of the original conversations as there was significant negative feedback to increasing density along the Elbow Drive corridor.
- The Neighborhood Flex is swallowing actual current R-1 residential houses.



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

Specific comments and suggestions were:

- Elbow Drive shouldn't necessarily all be four stories. The character of the street changes. The neighborhoods behind Elbow Drive may already have significant density levels in the form of many other heights and styles and forms such as Kingsland.
- 4 stories along Elbow and Heritage is too tall and effects all of the residential houses behind it as well as increases pressure in the alleys with parking, utilities and waste collection.
- Can you explain why the building scale is different for the east side of Bonaventure Drive compared with the scale of the other Community Corridors in Acadia (Fairmount and Acadia Drives)?
- Given the potential increased density along Bonaventure Drive, will road and transit improvements be considered? For example, could the road be widened to accommodate cyclists? Or a dedicated bus lane for transport directly to the LRT?
- Four stories should not be allowed along Elbow Drive in Kingsland. This would significantly impact neighboring bungalows in terms of privacy and lot value. Kingsland already has a very low percentage of the neighborhood that falls in the "Limited" category compared to other communities. Kingsland also already has a

very low percentage of “single detached” homes (27%) compared to all other heritage communities (40-100% single detached) so it is a reasonable ask to have homes along Elbow in Kingsland remain with a max three stories.

- Allowing up to four stories along Heritage between Elbow and Macleod is not reasonable based on the lack of parking.
- Having increased amounts of 4+ stories allowance in Kingsland will reduce form diversity in this community as we already have such a high percentage of apartments/semi-detached/rowhouse/townhouse. We need to protect the number of single detached that exist in Kingsland or risk pushing current residents out of the community because they can no longer afford to live here.
- Why was the low moderate form from 67th to 69th in Kingsland? It is an area that might be able to absorb more. Is it a transition? If there is more than 4 stories allowed in this area perhaps the area just north of where 69th and 5th Street intersect can remain at 4 stories as a transition to the single family homes to the south of 69th at this location.
- Access and egress problems could be a big issue for vehicles of residents, customers, and delivery cars on the north side of Heritage between Macleod and Elbow. It would require traffic to go through the middle of the community to the dead-end streets at Heritage.
- It should be considered allowing taller buildings where they would back onto 14th Street SW rather than backing onto Elbow.
- There seems to be a noticeable lack of densification along the BRT on 14th as compared to other transit lines. I was under the impression that BRT stations would be considered for TOD locations. For example, what about the site around the Rockyview Hospital and Glenmore Landing?

Topic 3: Investment Priorities

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

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

Specific comments and suggestions were:

- Actual dedicated bike lanes for Elbow Drive, MacLeod Trail and Fairmont Drive.
- Inclusion in zones for car sharing.
- Community performing space in a green space. Enhance sports fields and use underutilized corners in these parks for other activities such as theater and music.
- Upgrade the park in Chinook Park.
- Add pickleball courts around communities.
- Add pedestrian bridges across Macleod Trail and North of Glenmore near 73rd Avenue

- Safer pedestrian crossings generally such as lighted crosswalks in community corridors.
- More shops and services around transit stations - What if we could move some of the strip mall businesses in the Heritage Communities to the transit stations, then build more higher density units in the strip mall areas?
- Bus service along the community corridors direct to transit stations.
- Replace the Fairview Arena that collapsed and old community center that is being torn down
- Make the LRT stations safer to encourage people to use it.
- Work collaboratively with the CBE and CSSD to ensure our schools aren't getting shut down as schools can be the heart of the community.
- Incentives for people to work where they live or work from home where possible to get vehicles off the road
- Green spaces galore for lots of clean breathable air.
- Improved park space and green space in terms of safety and quality.
- Improved and dedicated dog parks and off-leash areas.
- Focus on community-based activities that are within cycling and walking distance and support amenities to keep people in the area rather than going in and out.
- More traffic calming along Fairmount Drive such as a right only turning lane at the intersections with the left lane for traffic going straight or turning left and adding a flashing green and left turning light.
- Traffic calming along 75th Ave SW.
- A left turn/south bound arrow is long overdue at 45 Street/Bow Trail SW.
- Encourage or incentivize any new structures to be energy efficient giving more attention to any projects that are in alignment with the climate crisis.
- New communities have Homeowners Associations providing of amenities for residents. Since we don't have that in our established communities, it's tough to draw young families into these areas. Perhaps the City can invest in parks and programs in our area instead of leaving it to the Community Associations.
- Sidewalk maintenance to improve walkability and accessibility.
- Winterizing water pipes, if existing, to have skating rinks.
- With increased density families and children should have access to green space in walking distance.
- City must act on the slow pace of the key area of the station lands.
- Racks for bikes on transit buses.

Topic 4: Fairview Industrial

The topic focuses on opportunities for growth and change that, when implemented, can help support growth in the Heritage Communities.

Question: What opportunities for growth and change do you see for the areas around the potential infill station in Fairview Industrial? Why?

Specific comments and suggestions were:

- There shouldn't be any parking at the infill station if it gets built. It should be walk to and drop off only.
- If there is no parking at the potential infill station this could cause traffic issues at the Fairview access point over the footbridge and spill over into the neighborhood.
- The light industrial along the North side of Flint Road, and also on Fairmont Drive North of Flint Road should be considered for mixed use residential.
- There are no sidewalks along Flint Drive from the medical building to Center Street. Also, the sidewalk ends on the east side of Fairmount Drive just north of Flint Road.
- Lots of potential for mixed uses (residential high density and commercial) as well as recreation and more green spaces.
- Providing access to more green spaces.
- Better access for Kingsland residents to access the proposed midtown development and the train station. Crossing Macleod during rush hour takes forever because traffic is prioritized on Macleod Trail.
- Need to ensure that there is a plan in place to deal with increased traffic in the area and to ensure there are no detrimental impacts on neighboring communities.
- Better and closer access to transit.
- Access to more amenities, within walking distance as it opens the barrier of the train tracks.
- This will provide city access for the people of the proposed midtown development.
- The development proposed includes the station along with the development- all together, or at least in stages but planned together by same developer.

Appendix 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.

- To better increase population around local businesses and create interesting and bustling streets
- This is not supported by decades old infrastructure. There has been no real stakeholder engagement, this ignores more logical opportunities for densification of areas that would support public transit bases easily. Presently there is a mix of multigenerational and multicultural residency which creates community. The planners did not want to hear that we are moving to these neighbourhoods to flee this very kind of outcome; are not accountable for the execution and the consequences, as in Killarney, Marda Loop. I have built a life within a strong community, where people move about easily and safely. Change occurs constructively when planners listen to residents, instead of consulting with developers/anonymous "people". We will organize to seek an injunction in opposition because of lack of appropriate consultation primarily. I oppose this plan, not because I oppose change: I am dismayed by the unaccountable and arrogant team who created it, and the illegal and improper consultation process.
- Our neighborhood of Willow Ridge already contains a wide variety of building types. From Commercial Properties with big box stores, hotels, to high rise office towers, the Trico Leisure center, South center mall, 2 golf courses. Then a variety of residential with large estate homes to small bungalows, row townhouses, and apartment buildings.
- No where, it takes from green spaces
- I do not feel adding more building to any of these areas. Over populating will bring more crime, parking issues, devaluing the already lovely residential areas, more taxes, ruin views with high rises, road congestion. Please consider how current homeowners will be affected. This is not fair to change what many have invested their life savings into. 4 storey building should not be allowed in the middle of these single family homes. Maybe along McLeod and Bonaventure.
- More thought is required. I would not appreciate a huge duplex or infill going up next to me. The contractors and the city are the ones that are benefitting from this. What is in it for those with single family homes and current homeowners.
- I think these units are appropriate in many locations. Small scale is more adaptable to current houses
- There has to be enough recycling, compost and garbage. There has to be enough parking so that people don't have to park in the backlane and block pick up. It's already an issue because the illegal suite beside us park at our house. There is not enough parking. Underground parking at the sites?
- Is there a way the city can approve these designs? It's soon going to be called the Calgary special with how ugly some of these duplexes look. Citizens should get a say in what developers are trying to get approved. No three storey. Row houses would work along Elbow near Chinook Park and Acadia, Fairview on the main

arteries like Heritage. Single detached for the rest of the neighbourhoods. We already have apartments along the Elbow corridor.

- Current neighbourhood infrastructure was designed and sized for single family homes. People who currently live in these neighbourhoods live here because they enjoy living in single family homes. Multi-unit home should be kept to a minimum and near areas where increased traffic won't have too much negative affect
- Please do not change the height of zoning for any homes except for alone elbow drive or near macleod trail. No 3 storey homes period.
- Please only do single detached or two storey single detached in the neighbourhoods. Row houses can go along elbow drive. No three storey buildings except for the nodes and by macleod trail. They're always hideous, so I am not okay with them up in our neighbourhoods.
- The residents of this community chose this neighbourhood for the single family dwellings not three unit complexes.
- • Increased density of 3+ storey homes should be located "Within or near Main Street and transit station areas only."
- • Elbow Drive is too busy to accommodate additional density/associated traffic
- • 5 single family homes were recently torn out behind the Shoppers on Elbow Drive/75th Ave – the lot is sitting empty, with building footings only - what a waste!
- • Higher density/affordable condo/apartment buildings currently exist along Elbow Drive in Chinook Park, Kelvin Grove and Haysboro
- This input is ridiculous. It is broad and you intentionally not letting people make the points they want to. we want another category called single detached. Not only that but you whole pamphlet is purposefully deceitful. Just because you added a step does not mean you are not blanket rezoning. So from this point forward I will reference it as a rezoning. Houses larger than duplexes have a larger lot share. If new zoning is allowed, it is more likely houses will be knocked down then repaired. When you change zoning, land price will increase and house price will decrease making it more likely that it will be a teardown. House that are teardowns go into disrepair until flipped. Communities naturally change due to demographics. Where do you think the recent housing boom came from millennials maybe? some neighborhoods and corridors will benefit from changes some will be ruined. Take the value of the house and compare it area average, that will give you an idea of what areas will benefit.
- Lots with rowhouse, duplexes, 4plexes, etc., and higher density housing (ex: apartment building) should stay in more accessible areas (near main roads like Elbow for example) because there will be traffic flow issues, and parking problem, if they are further into the community. As a result, I believe more inner community corner lots and mid-block lots aren't desirable for 3+ unit homes. **DO NOT WANT** higher density housing adjacent to parks, however it would be welcomed if they are adjacent to recreational and civic facilities. Reason being I am concerned about over crowding and safety concerns of increasing density around parks. Keep density as concentrated as possible
- Just don't want it in established community area, build in new communities where you can make proper road systems and parking systems to accommodate. We have moved into these communities because of the way they are, do **NOT** need or **WANT** zoning changes.
- It is important that the outcome of the LAP, work to maintain the 'neighbourliness' of a community. However, the addition of larger triplexes, fourplexes, etc. built on an uncoordinated ad hoc basis will dilute the character of the community and ultimate work to homogenize the distinctiveness and historicalness of Calgary's localities. As

such, this LAP process must result in structures that, as expressed in the 1994 City of Vancouver plan for Kitilano area, work to “maintain an architectural style and form consistent with [the communities] original character” and these structures need to be “compatible with the traditional character of the surrounding street and area.” Large and tall multi-family dwelling on random corner lots, or placed mid-block would dwarf the existing structures blocking their traditional access to sunlight, views of green spaces. It is important the LAP have a bylaw process that requires developers preserve parts of the original structures in the new builds.

- I am against these types of units in my area.
- Many people choose these communities for the single detached homes. Densifying with duplexes and 3 or more unit homes, will drastically change the feel of these communities. The draw for me to Willow Park, was the space, the single detached homes, the lack of modern looking infills, the great trees, and the quiet uncrowded residential streets. I do not want to see any multi family units or more than two story single detached homes on most residential streets. Placing multi family units in high traffic areas is fine, but lets not destroy the character and uniqueness of these neighbourhoods by building rowhouses, or even 3 story duplexes. We need diversity in the city, and we already have plenty of neighbourhoods with infills that have drastically destroyed the character of some of our older Calgary neighbourhoods. Many new neighbourhoods, also have a large amount of rowhouses, and triplexes, lets keep the heritage communities unique.
- Lack of parking and impact on trees, noise from too many tenants.
- 3+ unit homes should be in more accessible areas because there will be a traffic flow problem/parking if they are further into the community. This is why collector streets, corner lots and mid-block lots aren't desirable for 3+ unit homes. NOT adjacent to parks, however adjacent to recreational and civic facilities would be welcomed. Over crowding and safety concerns of increasing density around parks. Keep density as concentrated as possible
- Heritage communities are prized for quiet streets as well as busier commercial areas. It would be nice to retain at least some quieter areas.
- Corner lots, main street and transit station areas and adjacent to parks, recreational and civic facilities are better as there is more room for parking without taking up all the parking for everyone else along the street. Mid-block lots will block sunlight for the adjacent homes and create parking problems. I don't know what is meant by "collector streets" so I didn't consider that. Near small-scale commercial shops already have increased traffic.
- • Increased density of 3+ storey homes should be located “Within or near Main Street and transit station areas only.”
- • Elbow Drive is too busy to accommodate additional density/associated traffic
- • 5 single family homes were recently torn out behind the Shoppers on Elbow Drive/75th Ave – the lot is sitting empty, with building footings only - what a waste!
- • Higher density/affordable condo/apartment buildings currently exist along Elbow Drive in Chinook Park, Kelvin Grove and Haysboro
- One and two storey housing is appropriate for Heritage communities based on what currently exists and will continue to be attractive to future buyers.
- Not interested in this change! Our community has low crime which in turn required few police. Bring in more people and that will change. More people also means less parking for vehicles. We all know that causes problems too. The new homes will decrease the views for the existing homes which will decrease the happiness and value of the existing home. The city is just trying to squish us all together and take away the space that we love and enjoy. Do not like this change!

- I choose the options above because I believe developments with a higher density or FAR, should be located in areas easily accessible. Those areas typically are nearby the train, bus stops, and commercial or institutional nodes. The areas "inside" the more traditional neighbourhood/streets should be less dense.
- Having these near shops would allow growth without increasing traffic and parking issues within the neighbourhood. Also not adjacent to parks as increased density can lead to safety issues.
- We like the way the community is right now due to low crime therefore not many police required. Bringing more people will greaten the chance of changing the great environment present. With the small-scale homes the views will change and not in a positive way. Windows facing a house wall is not pleasing. More people in the neighborhood means less parking for vehicles. We like the look of all the houses being similar.
- Areas within community boundaries should be left to stand alone single family homes. Different developments could be considered on the perimeter but the essential character of the community should be preserved. 3+ unit homes would be detrimental to that objective. CKE should not become another Marda Loop.
- Haysboro has highrises on Macleod already and shouldn't have more than 2-4 stories on Elbow Dr as it is the centre of a good very friendly neighborhood to raise children with schools handy. Didn't choose midblock as current map shows possible 12 stories for Hays Farm greatly increasing safety concerns along Elbow which has high walking, biking and children crossing along the busy roadway. Make it a park? Would need more traffic lights to protect people crossing to schools, buses. Would have to put in permit parking for many streets in Haysboro on both sides of Elbow as there is already people from Hays Farm parking on the streets west of Elbow. Only parks in Haysboro is community hall & schools where can't take dogs. 3+ units would be better near Nodes with better access to LRT and shopping, library - Heritage Dr. & Southland Dr. Better access to LRT significantly decreases time for busing if don't have to take bus to LRT. City should beautify Macleod Trail where highrises are.
- Some small scale unit homes could be built on the other places I have not chosen, but concern for the overall character of the neighborhood should be maintained.
- Heritage Community consistency one storey bungalow .
- Small scale homes should be allowed as outlined above assuming they do not shade other homes and allow for extensive tree canopy. Larger scale residential structures should confined to Main Streets, and transit station areas.
- I do not approve of building 2 and 3 storey houses (including row houses and duplexes) in these communities. The single family detached home is still very desirable in these neighborhoods. When a 2 and 3 storey structure is built next to a single family detached home, it overshadows the smaller home so much that it restricts the view from the backyard of that single family detached house. I have seen this in some of the older communities and it looks awful. The design of these tall, flat roofed, stacked houses is not inviting in the least and has poor curb appeal. Many of the older homes in these communities have undergone extensive renovations and young families are looking for houses like this with big yards and amenities that already exist i.e Parks, schools & retail shops.
- I don't know enough about where these changes should be made and how it impacts the community. I think densification and having a variety of housing options is important but I also know that there is a lot of resistance to any change in our community.

- I don't like the idea of increasing the population density too much in our neighborhood. If multi-dwelling units must be allowed, closer to services seems appropriate. Parking will be an issue in many places but if there are some parking lots already there, that could alleviate some parking woes.
- Quadplexes in the neighborhood of Kelvin Grove is too high of a density change.
- More units means more congestion and more on-street parking. Neighbourhoods with too much on-street parking become unsafe for children and other pedestrians. Street narrowing due to parking should be a concern for all.
- I do not think taking one or 2 lots in the centre of an established crescent or block, for example, and building small scale 3 + units homes is compatible with single family homes: Parking, more people in a small space would give the feeling of crowdedness.
- I feel the options I chose may be more compatible with higher density and would be able to absorb the extra parking and people with less invasiveness.
- The main reason for choosing what I did is simple. I believe diversification of housing is a good idea, especially if it helps with homelessness, and aids in housing affordability. All locations selected are, in my opinion, good spots. I did not choose mid-block because if I'm living on a side street and it is decided to put a three storey building on the lot next to mine, I could end up with that building blocking all the sunshine out of my yard. This would make me very unhappy and probably make most people unhappy. No one likes to live totally in shadow. Also, a serious concern for multifamily housing, is parking. I do not want to have to battle for parking near my own home. Therefore parking lots or underground lots are necessary. Mid-block buildings of three storeies, etc. could have me living next to a parking lot which would cause a lot of heat bouncing off the lots back into my yard. Also not a very pleasant sight.
- It would be a good idea to consider the way current buildings are being used. Some garages are used as storage units or workshops with multiple vehicles parked in the lane or on the street next to a neighbour's residence. A couple of garages look like they might be used as housing with extra windows or skylights. An armchair landlord rents a garage separately from a house where the residents have excess stuff in the yard. Two schools do not have enough off-street parking for staff and the street is reserved for school buses. Senior residence does not have enough parking. A new resident is parking up to 2 blocks away.
- eliminate short distance driving
- Single-use zoning contributes heavily to urban sprawl and lack of walkability in communities. Calgary needs density and mixed-used zoning is the fastest and easiest way to address this. This should not just be limited to residential but commercial/residential mixed-use buildings as well where appropriate infrastructure considerations are met.
- We chose to buy and live in Haysboro because of the space between single family homes.
- Our community of CKE currently has a mix of individual family homes and apartment buildings with 4 storeys or less. I do not feel that each community needs to support every single type of housing need - that is what makes communities diverse. Having certain characteristic's that you only find within certain communities is why we chose to live in CKE. We wanted to live in an older community with single family homes so we did not feel cramped or squished like many of the other older communities going through transition like Altadore or Windsor Park. There is also concern for infrastructure - as you allow densification are you also building into the

fact that if you try to double the current population we will need new sewer, electrical, internet and water infrastructure.

- Multi level homes designed for more than one family should be close to transit as they always bring parking problems. Transit should be close to the homes.
- The CKE neighbourhoods do not want small-scale homes in their communities. Any small-scale development should be kept along Heritage or Elbow drive or near small-scale commercial shops.
- The other options are either vague or presuppose certain outcomes and do not align with the public interest of residents.
- I chose to buy a home in a single family home neighborhood. If had wanted to live in a higher density area, I would have made the conscious decision to do so. Why do the big heads at city hall want to change an area when there is no need to do so. It's unfair to the people that currently live in Haysboro and chose the area for it's LACK of 3+ unit homes to be forced to accept such a change. Leave well enough alone and focus on new areas where you can force change on developers.
- I get the feeling that this LAP refine process is only window dressing and that 'consultation' will mean nothing.
- Also I can't help but think this is developer driven and not citizen driven.
- Houses in haysboro are too small
- Due to the less fortunate population most likely being the ones living in these homes
- The beauty of the older neighbourhoods is the lack of 3+ unit homes and higher, larger homes. I understand the economics of allowing higher value property within the older neighbourhoods but isn't that why the City continues to approve the far-reaching subdivisions, for the tax dollars?
- Generally speaking, often people in these types of housing may only have one vehicle so placing these properties closer to gathering points may allow for more use of the facilities and ease of getting to them. The others I did not choose, in my vision, would be where single family homes might go.
- In older established neighbourhoods I believe that there should be a transition from main street/commercial streets to the streets made up primarily of single detached homes. I believe allowing these higher density homes on the periphery of these established neighbourhoods will allow for better protection of the character of the neighbourhood and will ensure that the single family homes and duplexes don't feel dwarfed.
- I think we should keep some small slow streets throughout the community. That is why we moved to this community for large spread out properties.
- I don't think that housing on streets alongside main streets (i.e. Keewatin Street SW in Kelvin Grove) or with separate roadways physically separate from main streets (i.e. the Heritage Drive SW crescent in Chinook Park, where address 1020 Heritage Drive SW exists) should be lumped in with the same zoning density allowances as proposed for other parts of main streets. I also disagree with the notion that the entirety of the Heritage communities must densify. If all of Calgary was as dense as Marda Loop, would Calgary still be viewed as one of the world's most livable cities? I doubt it. True, densification would help local school enrollment, but schooling is not under the control of the city.
- This housing type are typical in the newer neighbourhoods for 1st time buyers (not always). They choose this for economics and accessibility to the transportation system for commuting purposes.
- When you are considering changing the dynamics of an already 'established' community, careful consideration has to be taken as to where multi unit buildings will

be placed. These buildings bring additional people, noise, additional cars, traffic etc. It can greatly affect the people that are already living there as well as property values. It will affect the amount of traffic using the alleys and we don't want them to become high traffic. I understand the need for multi unit properties, but I will say that say that I purchased my home so I would have less neighbours not more. The properties on this street are lower than Elbow Drive, so if you build a larger multi unit home on Elbow it will affect the light and space of those people living across the alley. My wish is that before you give a developer the go ahead, you actually talk to the people that are living in direct proximity and think of how it will affect them.

- Our neighbourhood does not need modern new homes. We do not have the infrastructure. We barely don't even have reliable wifi. Not our sewer and water systems able to handle more housing. None of us bought in these areas to have "new builds" and large buildings. We chose smaller house, more yard and space.
- Duplexes / townhouses / suites should not be allowed in communities where they are not currently present. To allow this would hugely change these communities. Why isn't this an area of input??
- I choose none as this process does not appear to consider any input from the community in making huge changes to what our daily life would be. My community has clearly articulated that it is not in favour of changes to allow duplexes, suites, townhouses etc but this has not been considered / reflected in any of the planning.
- We enjoy going for walks and seeing the various landscaping and architecture. We DO NOT enjoy generic, uninspired buildings with the same type of landscaping. We appreciate the quietness and generally low volume of traffic. We DO NOT wish for more traffic and streets lined with vehicles, We chose this neighbourhood based on what it is now. We DID NOT buy a house here hoping the community would look like Bankview in the future. For some reason people think growth must be a good thing, always. Cancer is a growth. Increased density and all that goes with it, in our view, is a cancer.
- It was claimed above that duplexes take up the same lot area as a single detached home. I have yet to see a duplex replacing a single home in Calgary which does not use up substantially more space.
- Citizen says they will need to drive to buy a loaf of bread. Do most people not drive to buy groceries? Is Costco so successful because people walk there to pick up a loaf of bread?
- Our communities are great cuz there are lots of green spaces, schools, quiet residential, very little crime -
- We need more dense housing and 3+ units can be designed to fit in nicely on any street. I look forward to seeing the city grow!
- How about you go ruin someplace else. Leave our community alone.
- This would have the least impact on the essential character of the neighbourhood.
- Do not want to see a beautiful peaceful community of Acadia turn into a fight for parking and over crowded streets. Keep Acadia a community for families to have enough space to play. If we wanted to live with over crowded in fill homes and fight for space we would move to Killarney, Marda Loop.... Keep Acadia small housing for the families who have moved there because of the big yards.
- I support the building up of our neighbourhood, I am just worried about how it will be done. It would be uncomfortable to have a 6 storey building beside a single home, so I think there would need to be further development and planning.
- I do think they would be best in the areas I have chosen
- Not in mid block or collector streets I don't think it would blend in as well

- Please don't rezone Heritage neighbourhoods to allow split lot infill detached homes. Hideous oversized (for the lot size) infills have destroyed once attractive neighbourhoods like Altadore and Parkhill. They typically are too close to the road in front which serves to darken the street and eliminate mature trees.
- Main Street and transit areas should have larger-scale units and mid-block should be for duplex/flats
- small homes can replace aging homes of poor quality, ie: Fairview and Acadia. I would like to see Fairview industrial become more residential, with more apartments etc. I would also like to see the effects of Anderson station redevelopments impact, prior to rezoning of Willow Park. We do not have sufficient infrastructure to support R2. Our utilities are above ground, no fiber, and roads are overloaded. Willow Park sits on a very high water table, every home has a sump pump, therefore constructing larger buildings will be problematic. Thank you
- Slowly increasing density is important for these neighbourhoods.
- Mostly due to facilities. More facilities may already be there for near main streets or commercial areas. Corner lots with the community have more road adjacent, so more parking. A large 3-4 plex in the middle of a block of bungalows will ruin the whole look of the street, and not have the facilities (parking, internet, etc) to support it.
- It changes the the intended and current neighborhood "feel". It can alter the community presence and push people and families away from each other. We experienced this in previous areas we moved away from for that reason specifically.
- Additional traffic and parking requirements dictate that additional residents and these multi-family structures are placed to allow for those.
- 3+ unit homes are not welcome in my community, they would fundamentally change it in a negative way. Duplexes, townhomes and suites are also not welcome
- I am in favour of 3+ unit homes. There are many attractive units in both older and newer areas of Calgary. Since they are located in residential &/or family areas, safety is very important. Roads congested with numerous parked vehicles parked are less safe so mid-block lots are a less desirable location for this type of housing. I would like to see a requirement of 2 off-street parking spaces/dwelling. This may be a garage or driveway parking, front or back. If a property includes a backyard residence or a basement suite, this too should have off-road parking for one or two vehicles. Our roads need to be safe for residents to ride their bikes, walk their dogs, or to simply walk on a more level walking surface than our narrow sidewalks with their numerous dips for driveways.
- 3+ should never be allowed
- There is AMPLE vacant spaces along MacLeod Trail for increased density. Please keep CKE single family homes WITHIN the community. DO NOT open up the community to developers who are in it for the money and not to live in these places.
- I think having small-scale 3-unit homes would appeal to people who want to be close to transit or retail.
- the crux is that the whole of the housing type needs to be planned (ie thoughtful rezoning) - a simple permit by permit rezone implementation will leave us the a total mismatch of a neighborhood
- Important not to allow 3+ unit homes throughout the neighborhood to respect the green spaces that less lot coverage has and to respect the original integrity and intent of the neighborhood.
- I chose none of the above options because We don't need to clog up Heritage drive with business and multi dwelling living. Elbow Drive should keep the businesses and density living, it does not need to happen on Heritage drive at all.

Why make traffic worse? There is already a massive business vacancy problem in Calgary, we do not need that along Heritage Drive. we do not need to densify EVERY neighborhood. Leave our quiet streets safe for the children. We don't need more traffic, more parking, more business traffic. Friendly reminder the 14 street "bus lane" has NO ONE ON IT. TOTALLY EMPTY ALWAYS! No one in these areas takes the bus Please don't ruin a magical SAFE place people with children flock to.

- Heritage Communities are Well loved without every community becoming a cookie cutter community. Looks like anyway you go your aim is to increase density anyway you can . This will destroy what brought people into Heritage Communities. Your next aim appears to be decreasing roadways and access to important places. You do realize you are discriminating against disability and senior people. These people need vehicle access to the front door of facilities . Pretty sad when you think of the progress that has been done over the years to help seniors and people with disabilities. Blocking or eliminating roadways is unacceptable. Closing a underpass into downtown is also unacceptable. Where are the cars going to go??? Instead of revitalizing downtown, you are discouraging access. I hope moving forward you will remember everyone can't ride a bike or walk far distances. Please don't discriminate against the handicapped and seniors. They need to be able have roadways together where needed
- I chose all of them because it's ridiculous that such homes should be banned anywhere at all. Our communities need more density to tackle climate change and housing affordability, and to support the kinds of small businesses and pedestrian/transit-oriented infrastructure that attract young people.
- Your questions are not specific enough, Whether any of the properties are suitable for 3+ unit homes depends on the specific location of the property and its adjacent uses. Your whole premise is based on street/traffic patterns but you do not include Green streets as a type. Why not???
- Increased density will help house pricing and availability in our city. Some streets and areas could remain single family where parking and street infrastructure aren't good enough.
- Selected options are easy access to the public transit and the commercial shops.
- many 3+ unit homes are still low density development forms that can fit into the context of other low density forms, such as single detached and semi-detached homes. More variety of building forms will fit a greater amount of people. This will provide choice and options to meet different needs, lifestyles, and wants.
- To keep all owners free to own vehicles and still maintain parking available on the street multi unit homes that are infills should have their own parking spaces on the property as did the houses they replace. A challenge in design and cost but so be it.
- I like them and think they could be anywhere
- What A joke! We need traffic calming NOW! On Ashworth, Arlington dr and 6 street. But your to interested in spending more money!
- You are not listening. NOBODY wants this project in our community. The majority of people in the community do not want this to move forward. Listen to us now!
- Find new land! We do not want this project here at all. Go away and quit threatening to ruin our community. STOP THIS NOW! Nothing you are proposing is welcomed here. Nobody wants high density low income housing here! Go find new land and leave our community alone!

- While I support small scale housing units in our area, I don't see functionality on most residential streets that are not off a direct road are not fit to accommodate more vehicles, and lack the functionality or REPAIRS to do so at this time.
- Understand there is a need for increasing densification in the area.
- Reason for not including corner lots- In residential areas, there is a need to ensure good visibility for turning onto the streets, as residences are playing, walking, biking etc, in the area and in many cases there are children playing on the street (i.e. ball hockey)
- Reason for no mid-block lots. This isn't a blanket no, but I believe there needs to be a careful process to determine whether any increase of density on a street is appropriate, be it Duplex, or 3+. I do not agree with a "blanket" approval for mid-block lots
- this scale is appropriate for neighbourhood dominated by single story detached homes. Locating these at the corners lots where lots are typically larger makes sense. Keeping these away from mid blocks so that home don't get sandwiched between new denser developments.
- These should be allowed everywhere
- small-scale 3+ unit should not be permitted in communities with R1 designations. Residents have purchased these communities for a reason. Please respect the residents wishes. Thanks
- Your proposal to introduce "Small-Scale Homes" as described above, into established R1 communities is not welcomed.
- These additional dwellings would be positioned where sufficient parking will be available and or transit close by
- Collector streets are already too busy
- If done properly, densification should be applied to all established communities. There is a caveat that the city does/developers need to invest in local infrastructure (park space, sidewalks, traffic calming devices) in areas where densification occurs.
- Those options are anyway on less expensive lots/houses. It can bring newer/beautiful houses and add value to the properties/street, and not lowering the price of other properties like it would in the other options. There is also already more traffic in those streets, people who bought there knew it beforehand.
- Becomes an issue with developers buying up single dwellings to create multi home structures changing the feel of the neighborhood
- Traffic is noisy on main streets that already have businesses and multi-family units.
- Allows for increased density along main thoroughfares while preserving the calmer atmosphere of the neighbourhood side streets
- I believe they should be allowed where current zoning allows them to be built.
- I love this!
- My educational background is social work and I am passionate about creating the structure to build vibrant communities and infuse with co living values. I would love to hear more about the city's plan.
- There are areas such as Marda Loop that have lots of choices for people who want high density living. They can buy there.
- Demolishing existing houses does nothing to protect the environment.
- Parking is a huge issue in Haysboro. I see increased density but all these small homes will rely on street parking. They never have garages. How will the city control that? Instead of 2 cars for a household there will be four for the same footprint maybe more.

- The addition of 3+ units is not welcome within the community streets regardless of whether they are corner block or mid block lots. The addition of 3+ units should be limited to Connector streets such as Elbow Drive only. We chose Haysboro because it is zoned R-1 and the community will lose its charm and appeal if this zoning is changed to allow for multiple units. It will cause older bungalows to be replaced by large infills and rowshouses instead of renovated or added on to.
- Because I don't want an increase in density. The neighborhood was designed as single family with the odd multi family. The roads were designed for much less use. We need the tree cover not pavement and shingles. Tall building shade neighbors, affecting their potential revenue generation through solar energy. Must we litigate developments that shade us?
- Community streets become congested with cars and traffic when duplex or townhomes are built and it becomes dangerous for young children on the sidewalk or anyone trying to cross the street. If these homes are restricted to areas that already have heavy traffic it would be better.
- **NOBODY WANTS THIS! STOP RAMMING THIS PROJECT DOWN EVERYONE'S THROATS! I WILL NEVER SELL MY HOME IN WILLOWPARK EVER! THIS PROJECT IS NOT HERE WELCOME AT ALL HERE! GO BUILD A NEW COMMUNITY ON NEW LAND! LEAVE US ALONE! NO ONE WANTS THIS EXCEPT THE DEVELOPERS AND THE CITY PLANNERS WHO WILL BE TAKING A MASSIVE KICKBACK BUY THE DEVELOPERS. NOBODY WANTS THIS AT ALL! LEAVE US ALONE!**
- Keep the population density for traffic and parking near the transit and commercial areas. Leave the quiet residential streets as quiet residential streets. That is why I love living in Fairview.
- My only concern would be increased traffic on the side streets where children play.
- Having a 2 or 3-storey house next to my bungalow means no sun for my yard and no privacy. My property value will drop and make it difficult to sell; I've seen this in Vancouver, Edmonton, and Regina. Parking will be a challenge especially as the Electric vehicle movement grows and no increase in walkable communities. (Marda Loop is walkable). Add the "no commitment" to keep inner-city schools to the equation, makes me question why waste time trying to make this development change? If there is no community school why bother with the development? Young families tend to go where the schools are. How about we try to keep schools by re-purposing them outside of school hours? Put residential on top of schools, invest in gyms/pools connected to the school, etc. Keep the schools first then look at developing different homes. According to CBE they are thinking of closing a large number of inner schools which means those communities will wither no matter what homes are built.
- No thank you, not interested in this for my neighbourhood.
- Otherwise the streets get crowded
- These types of higher density homes need to be close to amenities to help keep the character of the neighborhood. They also can't be too tall (due to shading of other properties and sound travelling). They should be done with the ascetic of neighborhood maintained, meaning don't put boxy infills 3 story high next to a 1 story bungalow. Or do the whole block that way across from a school. Don't make it look like South Calgary piecemeal, on crappy infill at a time.
- Concerned that larger denser homes would (I hate to say it) increase onstreet parking, and as collector streets in my neighbourhood (Southwood) are no larger

than regular streets, this coupled with the 50km speed limit would cause significant safety issues.

- Not opposed to triplexes on corner or midblock lots or around the schools, just feel that near 'main street' (wherever that is supposed to be) and commercial blocks are best.
- Small-scale 3+ unit homes are not desirable with related concerns being the impact on surrounding properties and the community (parking, waste management, alley congestion, etc.). Surprised that "Not Welcomed" is not provided as an option.
- These building types should be limited to the outskirts of Chinook Park, Kelvin Grove and Eagle Ridge and would be best suited for areas closer to MacLoed Trail.
- The best location for these types are along the corridors and kept OUTSIDE of the Single Family Dwelling Communities. The Single Family Dwelling needs to be taken out of the group/classification and is NOT comparable to a duplex or a fourplex or rowhouses.
- I think 3+ unit homes are best suited for the above areas at this time as they present quite a change in planning for Haysboro.
- To maintain the character and heritage of the community.
- interiors community streets in these neighborhoods hold legacy value because of established trees and moderate density. There isn't room on roads to accommodate extra parking required if density is increased on community interiors. Interior Rowhouses, Triplexes, and 4plexes reduce the value of surrounding homes and add to density which is undesirable for the majority of owners in the area. Keep these high density developments to exterior boundaries and perimeters of these neighborhoods.
- Large blocky single detached homes are allowed everywhere. The scale is what's important. Multi unit small scale homes should be allowed everywhere and some thought should be given to design guidelines for all.
- They ruin the aesthetics of a community.
- I disagree with the concept of an LAP, to me it gives developers a green light to ruin communities for profit. I think that each proposal should be assessed on its merit and how it will impact the community. A statutory document will change that process. For CKE, listen to the community survey!
- I've lived in a few neighbourhoods that have embraced row housing & duplexes. A lot of the time, the original bungalows get hidden in the shadows with multi-story housing on either side. I do embrace the densification of our neighbourhood, but I think it needs to be a combination of lane housing and duplexes so the street front isn't completely crowded and the % of 3+ unit housing does not exceed single family lots.
- I select none unless there's architectural controls where privacy is protected on single story lots and shading needs to be considered. In Fairview there's quite a few areas with grade changes which will only emphasize the overlooking and loss of privacy, especially rear views into backyards.
- Infrastructure in these old neighborhoods can't support growth. Our internet is old and slow as it is. Double the people and we will never get work from home done or kids schooled. This should be upgraded before any growth is allowed. And what about water and sewer. It's old and constantly blowing pipes.
- Nowhere. Triplexes cause over crowding in family neighborhoods. Parking on streets causes dangers for kids who play in their quiet neighborhoods. They belong inner city not in single-family home suburbs such as Willow Park and MapleRidge.
- In Heritage communities owners have purchased for a specific aesthetic and typically not for multi-unit properties to be build near by. Street parking would be a

concern for many locations. Locating such development first close to Transit Stations would make the most sense as well as near high traffic local strip malls which already have perceived higher traffic flow pattern and easier to access.

- Not welcome.
- I don't think they belong in willowpark.
- I believe these are best along more heavily trafficked area and together than in the middle of a single family home area. I think multifamily units should be together or somewhere where they are on a large lot with lots of green area surrounding it so it looks Lillie a single family home with yard etc
- While I am certainly a proponent of increasing the density of central(ish) communities, I don't fully agree that all of the areas comprising the Heritage Communities LAP should or in reality could add density. I believe the communities contain excellent transit nodes and commercial strips mid-block, I would only support an increase in density around these sites. These sites, such as Heritage-Macleod or to a lesser degree Elbow-Heritage, have the necessary infrastructure needed to support additional density. The interior of communities such as Acadia or Haysboro don't really have infrastructure (proper Transit lines or large enough roads) to support a substantial increase in density.
- Additionally, I believe that the communities closer to the core (Bel-Aire, Britannia, Elbow River communities still have untapped potential to accommodate additional density.
- We need to avoid high traffic streets like Acadia drive that is all residential and already a busy road for those sneaking through communities to avoid traffic snarls. Develop McLeod Trail. It's been an eyesore for 20 years.
- Mid block will feel congested. At least if it's on a corner or near a park there's more room for parking and activity.
- We chose this neighbourhood because it's a lower density, we came from downtown and were seeking a quieter, family-oriented community
- Deep concerns that the addition of small scale homes will modify the completion of a well established community.
- The direction is not clear, and the need for modification to well established communities doesn't make sense.
- Space for multi unit homes needs to be taken into consideration in these communities. Many of the communities within the "heritage communities" appeal to residents as they don't feel overcrowded, and leave plenty of room for parking, walking, trees, etc. These communities also don't offer the best accessibility to transit, and may not be appealing to the types of residents who seek out small scale unit homes.
- I have large concerns over several things is our infrastructure being upgraded to accommodate, are the environmental factors being considered when looking at the fact that I'm my community homes would need to be torn down in order to accommodate. This is a very large waste of resources. I drive an EV what is being done to ensure that all of the EV drivers have enough power with the increase in density. Lastly parking will be an issue. What is the plan for that?
- I don't see any reason why small scale homes should be excluded anywhere.
- I do not agree that this concept/project should be happening in my neighbourhood of Chinook Park. This whole idea is ridiculous.
- I've seen homes in other redeveloping neighborhoods that overshadow the 1 story home. They aren't even designed to "fit the look" and can become an eyesore. I'm not against redevelopment and higher density...but it has to still 'look and feel' like the same neighborhood. Taking a 50 by 100 foot lot and putting 2

infills (3 story) looks awful and shades other yards and wrecks the aesthetic.... If you want R2....make the whole block R2 (on collector routes) and bury the basement and half of the first level so it 'appears' to fit in.

- These are the areas that are most likely to have extra parking available to absorb more cars or to enable public transit and no vehicles.
- Choose the options that makes most sense. Multi unit housing should have safe walkable access to amenities. I did not choose corner lots because parking is always an issue
- These areas are already being under-utilized and each of them is conveniently located near transit and the mall. Unfortunately, the number of time we catch criminals on our security cameras trying to access our cars is almost weekly, so I am not sure if increasing the population will increase crime or decrease it.
- I chose this option because building multi unit homes on these busy, main streets only will have the least negative impact on the integrity of the neighborhood.
- It is hard without definitions of "Main street" or knowing the full development plan of where small-scale and commercial shops will be located. In general, I do not support 3+ unit homes within the communities themselves; not on collector streets, on corner lots, mid-block lots or elsewhere inside the communities. I do not support this because these communities still have character and a sense of community being single family homes. The increased complexes will completely change the heritage community feel of established trees and green spaces, as these would be forced to be reduced.
- Please be considerate of the people who have purchased their homes (generally the biggest investment of their lives) to be part of a community as it is.
- The only place I find it remotely reasonable to increase the density, again depending on the definition, would be "within or near a Main street and transit station". This could help preserve some of the community feel and dynamics as they stand today.
- Increased density is not welcome in these neighbourhoods. It would result in an increase in traffic problems, parking problems, and crime. Access in and out of CKE is already limited and difficult at certain times of day. Higher density would exasperate this issue. The area is not appropriate for lane housing as the alleys, where they exist do not facilitate two way traffic and are not paved. In addition, most of the housing in these areas has front drive garages. Building lane houses would cause extra traffic in the alleys, and would block light and cause extra noise to neighbouring homes.
- traffic and parking concerns with density where infrastructure and streets do not support
- I believe that a mixed housing will benefit the heritage communities because it will add more opportunities for a diverse population to move to these beautiful neighborhoods.
- I believe that this neighbourhood is best served by the continuation of single family, limited development homes within the Neighbourhood designated (urban form category) areas as the primary housing in the community.
- From a heritage perspective, I believe it is important to protect the historic value of these communities. Unfettered demolition and redevelopment of houses in these communities means forever losing a unique aspect of Calgary's history. This is something irreplaceable.
- I do understand that the city is feeling pressure for additional housing, and I don't think it is out of the question to rezone the areas along main roadways and high volume transit to accommodate small scale development. That said, I sincerely

believe that consideration for the surrounding context is imperative and believe that the areas in the plan designated as urban form category "Neighbourhood" should continue as limited scale.

- To much congestion on residential streets leads to unsafe areas for children to play, limited parking and increased traffic.
- Existing communities do not want the R1 designation changed. We do not agree that adding duplexes, low rises etc will improve the vibrancy of our community. We oppose the proposal contained in the Heritage Community Area Plan.
- -CKE resident
- It's already been decided what's going to happen. You're only giving options that suit the plan.
- Small scale homes will naturally have less space for outdoor activities, having them close to parks and recreational facilities provides opportunity to be outdoors. Small scale homes in the middle of block or on corner lots causes parking issues.
- I don't have any concerns with 3+ homes being brought in to neighborhoods. I think it will help older neighborhoods stay desirable and continue to grow rather than get run down
- I don't like the look of overly crowded lots that have so many multi-unit homes. I like character of older single detached homes
- I am personally for greater density and I don't see anything wrong with these types of dwellings anywhere in my neighborhood
- I think people wanting smaller places will also want the convenience of a main road and transit-no cars necessary.
- It's essential to have homes that are close to the train station areas. It would encourage more people to use public transportation than their private cars to work which would solve the morning traffic jam and parking issues. Currently I live in this area (Southland) and going North for work is challenging. In order to go to work I have to either go by car (~ 30 minutes/ one way) or take 3 public transits (1:30 hr/ one way). So spending 3 hours daily in public transportation is a nightmare. So we are really in need to have new homes close to train stations. Thanks for your effort
- 3+ units have 3+ families.
- Should be on the main street for easy access to public transport.
- Avoid collector streets to avoid traffic on the local roads and inside community.
- Built on corner lots may give them easy access to the entrance.
- Can be built on mid-blocks unless it is on the main street for easy access to public transport.
- Should be adjacent to parks, recreational and civic facilities or near small scale commercial shop because 3+ families may have children's and it is good to have easy access and a short distance.
- Wouldn't cause traffic issues on smaller streets
- I don't understand why the city is determined to split up large lots in residential areas like Kelvin Grove/Chinook Park. Why not areas like kings land and haysboro? Why does every neighborhood have to look the same? Some people want space.
- I don't think the density is appropriate on all streets, but feel they work better near transit or main streets. Main concerns would be traffic, setbacks and shadowing.
- I agree that this type of housing is a nice addition to the neighbourhood, but many families choose to live in Calgary because of our affordable single family homes + private yard.
- Busy, built up areas seem the perfect environment for them. NOT in the middle (or any part of) streets filled with bungalows and duplexes. The neighbourhoods

become too cluttered and lose their appeal instantly when 3-4 plexes appear. They block light, would rip out trees—with homes for Calgary's birds—just to build them and they don't blend into the established neighbourhoods.

- Our community is single family homes. This is why we moved here 10 years ago. We wanted a quiet street on which to raise our family. I like that our streets are quiet, not congested, that we know our neighbours, have a sense of community and have space. I'm sure this can be said for others who may have moved into their neighborhood for similar reasons. You move to a place for what it offers. This plan could change my entire community and I am opposed.
- Given the city is so spread out, and vehicles are a necessity, being able to have minimum 1 reserved parking spot per unit that is not street parking determined my answer.
- Those wanting higher density accommodations generally don't mind increased noise, people and less garden area. There are many individuals in single family housing who have vegetable gardens (increased density affects amount of sunlight coming into a neighbour's yard, and want peace and tranquility. They don't do well with lots of noise and people.
- allows more availability for people to purchase a home in a good location
- Selected this option as a young family living in Kelvin Grove, I am EXTREMELY concerned a developer will purchase my neighbours house and tear it down to build row houses. These will increase the street traffic, increase density and destroy our single family dwelling neighbourhood. We purchased in Kelvin Grove for the large mature lots and others within this community did the same. We also have friends that are living in the small yard lots of Marda Loop and Altadore and are seeking to move to find more space. These families are looking at getting away from these types of homes to be in a single dwelling community due to the overwhelming nature of the Marda Loops. Communities such as Kelvin Grove & Chinook Park are middle class communities that provide the luxuries of suburban living inner city, PLEASE do not take that away from the families seeking this.
- We moved into this community to have less congestion. Multi family dwellings cause congestion and over populate areas. I love all our big trees and space. I want some areas to stay small areas with lots of space and less people.
- Commercial corridors are high volume areas and are better equipped to deal with increased density than neighbourhoods. I'm strongly in favour of keeping our neighbourhoods low density. It's the reason we moved here.
- allows secondary streets to maintain existing look and feel. higher-density collection near major attractions will reduce the likelihood of increased road traffic from higher density, especially if located near transit access corridors like BRT and LRT. Similar set-up in newer communities near community hubs seems effective.
- Because we have a lot of 3 unit homes already in our area and don't feel we need more.
- Less impact to existing smaller homes.
- I'm Oakridge there really are not many traditional corner intersections. To reduce car traffic on side streets I did not think it was best
- End the discriminatory apartment bans that systematically expose the less fortunate to particulate matter and noise. These small-scale homes can fit anywhere in any residential neighbourhood. Stop making Mister Rogers' neighbourhood illegal and let Albertans be the freedom loving mavericks they want to be.
- Small scale homes have only lead to environmental damage and have created an atmosphere of a back rooms of the suburbs in Calgary. For the sake of our city, large scale housing projects are needed to house more people, and last

longer. Allowing for walkable communities will positively affect all of Calgary and its surrounding in many ways all of which I don't have time to get into now, but in short will creating a lasting community and heritage that will last generations,

- You are not listening. We bought in Haysboro so we didn't have a two storey overlooking our back yard. Now you are suggesting a four storey directly behind my house blocking my west backyard. You talk about inclusivity but you are excluding those of us that want a single story neighborhood. Your plan will not create a better neighbourhood. We strongly disagree with this plan. Please listen to the residents that want to maintain a single storey neighborhood. Your city planners have conceded to us that our current sewer system will not accommodate the density you are proposing. STOP RUINING MY NEIGHBOURHOOD!!
- Homes that are three or four stories in height, and face south, will cast a shadow on the properties to the north.
- I chose all because creating more affordable housing in all parts of the city should be a priority.
- 3+ unit homes are not desired in my neighborhood. We bought in an area that is all R-1 zoned. We want to keep it that way. The city planners are not listening to residents in our area and continue to pushing this plan.
- There is no room for street parking, it will ruin the community like it has in Marda Loop and Killarney.
- Neighborhoods with 3+ unit homes are less desirable to a large group of tax payers. You tend to squeeze out seniors- people who actually care about their neighborhoods and care for their homes
- I do not welcome these units in my community. The increase in infrastructure is too costly. You or the developers will have to build more parking which I don't expect you will do. Bike lanes and noisy buses don't fix this. You are ruining Calgary. I know the council is corrupt but please save our city.
- Some areas should be reserved as single- family residential with quiet, private enjoyment of property
- We have been home owners in Willowridge for 45 years. We love the complexion of our neighborhood and wish it to stay the way it is. We are very proud to be living here.
- Stop with the propaganda!
- Acadia already has these forms of housing in abundance- I live in a townhouse condo in an area full of them. I've seen lots of duplexes around too. The problem isn't where to put more. The problem is builders putting in ugly cubes that don't fit the character of the area and that take up all the greenspace.
- Impact on my property value
- You people will do whatever you want So why are you wasting my time? The climate change agenda is ruining the city
- No low modified housing anywhere along Fairmont drive. There is already housing here. Are you going to tear it down!! :-(
- This city is falling apart. Poor pavement, horrible back lanes, unco-ordinated traffic lights, the dandelion capital of Canada, a clueless ignorant mayor+ council, scrappy green spaces and the city has money to waste on this useless crap?!!?
- You want to put 3+ story buildings all along Elbow from Heritage and Glenmore. You are out of your minds! Where is going to park? This is a [removed] idea!
- There is no allowance for tiny homes (i.e. 400 sq. ft or less) consequently, the City of Calgary should scrap its redevelopment plan.
- Redeveloping preexisting neighborhoods to allow for multi-family homes is necessary for sustainability and affordability

- Multiunits could mean more vehicles, a less room to park on the street. Therefore, corner lots might be better. Near transit + commercial makes sense overall.
- I favour a mix of housing in most single family neighbourhoods. It encourages diversity and modest densification. That in turn supports schools, transit and other civic infrastructure
- I don't want in single family residential. No parking and already we see unit rentals near us that lawn maintenance is an issue. Report to city a year ago and still hell flowers persist with dandelions. A constant fight to keep these weeds from own property.
- People need housing along collector streets to have access for public transportation. Also low income housing needs to be built in these areas or we are going to have many new homeless people. We need more low income housing along the main roads (Heritage Dr., Southland Dr. and Anderson Rd.) also, all new buildings should have solar panels as a must, just like furnaces. We need to consider our environmental footprint. I feel sorry for the younger generation, with the high cost of living, and a deteriorating planet, and growing homelessness. Most important is the low income housing, and refurbishing schools as people don't have to bus kids. I see big buses with a few kids on them being driven from who knows where. What a waste! A fire station should be relocated closer to Deerfoot instead of blaring their sirens from McLeod Tr. all the way down Southland Dr. (which by the way, is in need of repair)
- We do not want this in our community at all. We do not want high density low income properties in our area.
- I'm in favour of mixed neighbourhoods.
- Adjacent to parks to have access to green spaces. There's already a lot of that development happening and it's handy to have access to transit closer to you
- Neighbourhoods like Haysboro would be much more interesting and vibrant if zoning and use was a lot more mixed like in older neighbourhoods north of the Bow where duplexes, single small apartments and corner stores, commercial allowed for interesting neighbourhood mixes. Stop over regulating and allow our neighbourhood to grow differently!
- Main streets + transit oriented development- greater potential to move larger number of people - current space use in many areas is underutilized. Corner lots - better utilization of space. Commercial- provides a support population for small scale local business owners typically in [illegible] buildings
- I think they should be allowed anywhere!! Why not?! Some people will complain about parking issues but when these units are near amenities especially transit, more people will choose options other than use of a personal vehicle.
- Parking will be an issue as streets are already overloaded with cars and trucks of local inhabitants. If the additional vehicles will stress the existing issues it will not enhance the neighbourhood at all. We see this on Hamlet Road SW. Additional housing as infills is okay as long as the actual challenges of living day to day by families and individuals who will live in the neighbourhood with existing home owners are already considered. Many of the neighbourhood older buildings in the area around Calgary were poorly designed by people who would never have to live with them!! Unfortunately for those of us who need a place to live money \$ & profit rule.
- In general, residential density should not be increased west of the CP railway & south of Glenmore Trail. due to poor community options and the lack of an SW LRT. The BRT Yellow is a failure, and the new Tsuut'ina Tr. Does not help with commuting

downtown. The 14th Street changes have no effect due to the unchanged bottleneck at Glenmore Trail plus the several controlled intersections

- I think these developments have to be looked at individually. This may be more work for the city but worth it as it would be reflected in well-being and contentment of citizens.
- I believe the neighborhoods would look "piece-meal" if properties [illegible] midblock. Greenspace is important but would it be used? People are so connected to media that I believe there is so much green space being underused.
- Case by case
- None. we purchased further out of inner city to not be near 3 plus unit homes. This creates congestion, increased traffic, less sun exposure, and reduces the community feel.
- Biggest worry is traffic concerns as well as parking as it already it is an issue throughout the community.
- Re: midblock-> I find multi-unit homes easier to transition midblock, it lessens impacts of a corner/end block locked overlooking both sides of the houses.
- Parking main concern with too many three plus unit homes. Corner lots the worst, very hard to enter roadway when cars are parked right up to the corner. You cannot see cars coming until you are well into intersection and some of our roads are very fast.
- Prefer not to see additional low modified (apartments, condos, stacked housing) in residential communities such as Acadia.
- All of these options are problematic because of parking, where do all the vehicles go. Currently small contractors are parking front and back with no thought of their neighbors. These parking problems it's only going to get worse as electric vehicles become more common.
- As per below, Kelvin Grove is not suited for this type of development. We could not handle the traffic and it would ruin the sense of community here.
- As per below, in communities better suited one property built for this type of densification, not Kelvin Grove.
- Every available opportunity for different and lower cost housing.
- As a senior I would love to have "life long living" in Maple Ridge. Future planning for our community is important as long as the aesthetics are maintained and we have options in housing other than single family dwellings.
- Higher density homes will benefit more when closer to transit, main streets and parks. These areas are usually near commercial areas.
- We need densification in the city and it can't just be restricted to someone else's backyard.
- Corners where mass transit are walkable distance.
- Single detached should not be allowed on corner lots, midblock call my parks in residential streets. All houses in Acadia re 1-2 stories. In my opinion it ruins the views and the looks of area and ruins property values.
- Once it starts, tearing down older homes and building multifamily homes with larger footprints less green space (i.e yards), it won't stop. While I may have no intention of changing my home if my neighbors converted there's two larger one multifamily units, I will lose quiet call my sun light (in my yard/garden) and the character of the neighborhood will be lost. Kingsland, Fairview, Acadia already have these- leave CKE and West Haysboro alone.
- 3+ Unit homes within our community will be detrimental to our lifestyle. More people= more traffic, more crime.

- We are not looking for any addition of small scale 3+ unit homes. We have chosen our neighborhood for a reason and like it as is.
- The only place where this type of zoning should be approved is on the main thoroughfares and corners. The less of this on Elbow Drive between 17th Ave and Anderson Road the better. Remember this area was developed in the late 50s and as such doesn't have the capacity (roads, alleys, infrastructure in general) to be able to support this type of ongoing zoning and development.
- No 4 story along north side of heritage Dr lower to two-story.
- Along major roads like MacLeod trail and Southland drive near MacLeod Trail.
- Single family detached homes are a key positive Feature of my neighborhood. I did not select any options because single family detached homes are the only type welcomed. Small scale 3+ unit homes are not appropriate for any of the categories above. Residents of our community overwhelmingly opposed development of 3+ unit homes. Our neighborhood it is desirable because it consist of detached single family dwellings.
- Small scale homes should only be allowed on MacLeod trail and transit station areas which are already high density areas. Both duplexes and semi-detached homes can contain a basement or backyard suite, doubling capacity to four units row houses, 3-plexes and 4-plexes, containing 3 plus units, as well, should be allowed only on McLeod and transit areas. Why? Loss of sunlight, privacy, green space and mature trees, parking and safety. Possible overload on utilities and waste collection by cramming 3+ units where one used to be. Thoughtful planning must be done-and the appropriate professionals (civil, structural engineers, etc.) consulted. Visual effect: jumbled, Checkerboard effect of sterile office building look among our smaller, older character homes that show individual pride of ownership. To tear down homes of the 50-60s era is to sacrifice quality materials and construction for cheap, hostilely built shack cracker box construction of the present day. Contrary to the aims of providing certainty to existing residents, the aforementioned issues are not addressed in the Local Area Plan. Instead, they are "locked at" further ahead at the development permit process. By then, wheels are already in motion too fast in favor of what the developer wants. And then will we have a city Councilor just concede to the developer by saying council can just change the zoning? How disheartening!! Councilors, please take heed of the concerns of those who in good faith voted you in!
- Wherever the three plus unit homes are located-we need to ensure that residential streets are not turned into tunnels lacking light and space and filling the roads with vehicles. Off street parking needs to be available.
- We need to be talking on much more individual location prospective not such a broad context that allows you the power to justify major changes without proper localized knowledge and perspective. I am speaking specifically about Chinook Park and the block from Colleen Ave to Heritage Dr between Collicutt and Churchill Dr. People have always known the Mayfair nursing home was zoned accordingly but the surrounding residences on two sides have been well maintained family residences for over 60 years. People have put considerable money into their properties, in some cases pass them down to the next generation and in many cases they are part of their retirement [illegible]. Pacific significantly have the potential to develop their properties as well as their properties on the other sides of choline and Churchill without taking the time to seek out direct discussion with the 13 homes directly involved is beyond belief. the City Council are involved and city planning personnel need to take a step back and look at how discussions affect individuals and families and not just hide behind very open and ambiguous surveys when they say they are

easy doing their due diligence. I am sorry I had to write this out but it is Over the character [illegible]

- I live in Kelvin Grove and I do not have any suggestions for this as we are a single family neighborhood and there is no room or interest for this type of dwelling in our amazing existing community. People in this area paid a premium for their lots and homes and putting in multifamily unit dwellings would devalue property and completely ruin the strong existing sense of community we have today.
- Small scale homes work best when located near amenities. Once they start to filter into the predominantly residential portion of a community the scale and density don't match the existing fabric or characteristics. You have to remember that many people live in detached homes chose this for the quality of life - so don't eliminate that by introducing increased density there.
- Looks all good to me, wouldn't propose these types of homes to be built along major streets (such as MacLeod trail) I think the city of Calgary also needs to address the concern for major affordable housing - types to possibly be built along MacLeod trail (high rises = 12 stories) for newcomers to the city.
- This community consists of single level homes with the exception of 1 or 2 out of the 1000s. The 3+ homes are ugly and don't fit into the community. The proposed buildings typify those at the old General Hospital site - which now looks like a ghetto. In addition it has taken close to 70 years for some of the magnificent trees that green up the area as well as remove carbon dioxide. The first thing that I have seen housing corporations do prior to "renovations" is cut down the trees without any care of either the city Calgary mandate for greenhouse gas emissions removal - and therefore permits for any tree should be implemented as per Europe and some U S cities. The trees removed were extremely healthy and unique. Persons that had moved in were extremely annoyed that they were removed as they also provide shade cooling and character. 3+ Story units should exist in brand new developed communities.
- None of the above. As noted in the information shared previously by the CKE Community Association, it is questionable that small scale 3+ unit homes would be "welcomed" add any location within the Chinook park - Kelvin Grove - Eagle Ridge community because of the potential for them to change the fundamental nature of the community and the dynamic within the neighborhood. Insofar as there were increased densification in the community, the deviation from the current single detached home norm that would probably be most acceptable to the community would be two-story infills, semi detached or duplex homes, but limited to locations along elbow drive or heritage Dr. Higher density and taller buildings would be intrusive for neighbors behind them and introduce potential egress issues on elbow and 14th street SW, with the potential for significant E-W traffic increases through school zones on 73rd and 75th Ave SW for access to or from 14th St. their affordability agenda being pursued (while being well-intentioned) would be very unlikely to come into play in cke, as the new units would attract a premium price because of the location and neighborhood, as shown by the experiences in Altadore and Marda Loop.
- For context on my comments, the CKE community is hardly in decline. as a sweeping generalization, the homes are well maintained, there is a strong sense of community, and there are younger buyers eager to move into an established community as empty nesters reconsider their living arrangements in due course. New buyers and even existing owners are also regularly doing significant renovations to increase home values. Any assumption in which a densification level that is decreasing somewhat as children move from their homes must be indicative

of a community in decline does not accurately reflect the dynamic of the community. The city should perhaps think of Chinook park and Kelvin Grove as being analogs to Britannia with a different price point when considering its vision for CKE.

- The communities of Maple Ridge and Willow Park, do not feel it is overly necessary to densify the community at this time with large structures that do not fit in the overall sense of community. There needs to be a focus that wait this initiative that the size of the lots, as originally designed, will not fit these structures. It is important that a community be recognized as having form from its original design and this form gives the community its culture. With these 3+ units, compound with infills and duplexes, will strip away the distinct character of Willow Ridge, a major reason families are moving here and homogenize the community with all other newly densified communities.

- This category is too broad. There should be two categories – 1: single detached homes only and 2: neighborhood local - the homes/buildings included in this plan. In CKE, the areas identified as neighborhood local should be single family detached homes, where there are areas classified in cke as neighborhood connector on this map, Not the small scale 3+ unit homes, duplexes, semi detached, row house, triplexes and fourplexes. All these non-single family homes buildings don't fit in CKE's residential culture.

- 3+ Units cause higher population density and more consequential problems. Which is already an issue on my street.

- Midblock has fewer parking options

- I live in Southwood area. We choose this community because of its peaceful atmosphere. I am not a fan of small-scale homes, especially within our well-established peaceful community. It'll bring more population, which means more crime, and to me means disturbance of my peace. An investor will like the idea, but I see as a resident who plans to stay here for the next 30 years - we not want it.

- Small scale homes as represented on the maps is acceptable. It makes a reasonable use of traffic corridors for larger, low structures, and maintains limited and low modified within communities.

- The residents of CK E do not want small scale houses in their communities. Keep small scale houses along main streets like Elbow and Heritage Dr. On properties close to Heritage or Elbow - The first block in from connector streets. Those properties tend to be less valuable because the location isn't ideal. The owners tend to invest less in those properties too.

- "Within our near Main Street areas" - only on Main Street areas, not within the community. Most of Haysboro already has three storey housing apartments in the areas I selected. I don't think it should be expanded elsewhere except at the nodes and McLeod or beside LRT stations. Commercial should only be at the nodes - only time not we could see some houses converted to cafes, but not torn down into commercial buildings. Ex: Canela Bakery old location of McLeod trail.

- They should only be away from core roads and strodes. Their grades to address suburban density, but cannot support high foot traffic areas.

- On main streets and transit will allow the community to densify without changing the overall great community we live in. We did not choose collector streets because at no point in this did you define what that is, we did not choose the rest because we used to live in Altadore and moved because of the increased density.

- We need to dramatically increase density

- Main Street and transit station areas naturally lend themselves to higher density developments. Certain collector roads may also work, but other established low density areas should remain as such.

- Because destroying single family housing is a terrible idea. Families bought in these neighborhoods for very good reason - less traffic on the streets so our kids can play on our streets, room for families to grow, etc. Doing this will just force us to move to rural residential, thus sparking further urban sprawl. High density is appropriate along major roads like McLeod.
- The CKE neighborhood is not appropriate for adding 3+ unit homes except near semi commercial areas, on main collector roads (Elbow and Heritage) otherwise the character of the neighborhood will be severely affected in a negative sense.
- Close to public transit, less need for vehicle, avoids parking issues
- "Nesting" - your plan is way off. You are not protecting our future. Micro homes such as our RVs and holiday trailers should be models for high rise and even backyards. Using the type of kitchens and walls for easy reliability. With all micro homes there should be microeconomy opportunities, corner stores and shopping or restaurant options. This plan should have opportunity to protect single family dwellings from being exploited.
- I do not agree with the premise of this question. Every location and situation is different and it is unfair to the communities to arbitrarily create this expectation. What if communities already have significant density? Especially when compared to elite communities. Kingsland does not deserve to be a dumping ground for extra housing because neighboring communities are not pulling their weight re: density. Kingsland is already doing its part for density.
- Increased density is not required in existing communities.
- Anywhere except outer ridges of city without current services.
- note that seniors and handicapped cannot live in places with stairs but need to be close to transit and shopping.
- Should be near LRT stations - anything over three stories. Increased population should be planned to improve quick access to trains as a priority for increasing density.
- Smaller homes belong in communities away from shopping centers, LRT stations to build a community, make friends and raise families away from congestion.
- Too many on current proposed plan. Too much traffic already. Roads not well maintained enough. No building over LRT's. Small scale homes are not family friendly. Max four floors. Keep it low
- I am not an urban planner.
- I am all in favor of mixed housing opportunities to bring more families into the neighborhoods.
- I think avoiding midblock larger scale development will help calm the nimbys in the plan area. Their streets will still look primarily the same.
- I think row houses should be built near shops and transit because it will increase consumerism. Also, location wise, it is a good idea as I find people who live in row houses are more prone to taking transit or walking, so it is helpful. As a person who lives in a townhouse, I am happy for the walkability to stores and transit as we only have one car. We have two young kids and I take them to the stores via stroller.
- Small scale 3+ unit homes could be welcomed in undeveloped locations like Eastside of Blackfoot trail, just north of Southland drive SE, with pedestrian access to commercial locations.
- Main St: encourage TOD! but only if parking minimum is not invoked. Collectors: Acadia drive, Shillingdon Blvd but only on corners adjacent to parks, commercial property, etc. Corner lots: in conjunction with parks etc. Concern over sight lines due to on street parking. Small scale: please define. Single store: no. small strip malls: yes but limited radius from site. Parks: larger parks only. Not pocket parks.

- No four stories in existing residential. Residential areas will not appreciate a three or four story building in their area. It will ruin the views and also values of their hard earned homes. Personally, we recently moved to Willow Park and would not have had we known you were going to add or tear down and add high rises we would have looked outside of this district.
- We are concerned about 3+ unit homes in places that would significantly affect traffic/parking flow. Streets are narrow. It seems logical to provide park areas where there would be little yard space.
- Would prefer that access to green spaces be available for high density residential towers too. as a resident along the high density housing corridor next to heritage train station, there is very little in the way of green space for us. None actually
- Does it matter? You've already decided.
- People choose communities for reasons. Older communities don't have it/some do and people buy properties according to the way of community is built or was built. Incorporated into new communities and leave the older ones that don't have it alone. The city can't even get infrastructure correct. The last thing we need is more congestion. TOD Here's another joke because high volume of people into communities that are not set up for it. They will only use transit to work and back. Cars the rest of the time - many residents even afraid to use transit.
- Smaller scale homes need to be handy to transit and stores parks and other facilities needed. Example: schools, medical, dental, clinic needs.
- Encourage single family dwellings - especially one level living as some seniors will need no stairs.
- Good example - Altador neighborhood is very changed but very attractive. Bad example - Riverdale Ave SW - only thing that saves this street is the tree canopy, when canopy goes you left with a hodgepodge of MC Mansions that don't jibe or blend in any way shape or form. Disaster example - on my bike rides over the decades I have watched the changes on new street in Inglewood. Many different designs incorporated and they seem to work. However then the monster monolith went in one the West End, by pathway, it is very dense, very high, very in your face and doesn't fit into any of the surrounding area IE. park, pathway, bow river and it has destroyed new streets because all you see now is this in your face, multistory dense mass.
- Really, the 3+ unit homes should be close to transit to support less usage of cars and near the shops, again, to promote less use of cars.
- Not sure why it wants to change the community.
- I love your happy "let's chat" cover. People in these communities are yelling at you and they don't want densification. It's handy parking is not part of your mandate as that is the largest problem, infill density causes along with increased traffic. 3+ homes are not welcome anywhere!
- 4 stories is too high on collector streets, midblock lots.
- Don't need this kind of development in this area.
- You could replace the four plex is on elbow between Anderson and Southampton with 3+ unit homes. Present buildings are an eyesore. There is no room for three + even at homes in the community.
- On my lot, we'll sell land for \$\$\$ and leave area. It is too dangerous now anyway.
- This is a single-family community that needs no change! We have low rental apartments already.

- More policing is required if you want to densify our communities. Who is benefiting from this? Contractors, big businesses, homeowners are not! 4 story buildings would be too high in Willow park and Maple Ridge.
- I think it makes sense to increase density on roads that already have traffic.
- Within transit to cut down on car traffic and needed parking lots, less pollution.
- Better states. Better traffic flow. Give space for homeowners and business owners.
- Near transit areas - limited street parking may offset with transit access. Walkable communities - near grocery stores (1km) . Not on collector streets - congestion with parking exasperate flow of traffic.
- What does near mean? Only on main streets. Please respect the results of the CKE survey which concluded the majority of property owners do not want policy changes that would open the door to densification of CKE. Please keep the CKE neighborhoods as single detached dwellings. Any small-scale homes should be on neighborhood connector streets, like Heritage Dr and Elbow drive.
- Collector streets (elbow drive) already busy with safety problems from speed of drivers. Mid blocks - mostly single homes which encourages young family. Parks - none except schools. No rec facilities between Southland and heritage. Commercial at nodes now. Access to schools encourages walking and biking.
- Elbow? Heritage? Other? Assuming 3+ unit homes means row homes, triplex and fourplex and the lot coverage stays at 60% and 11 meters high and adequate parking then why not everywhere? Did I mention adequate parking?
- I would be happy with a more diverse housing mix. The caveat is there needs to be enough parking - two spots per household/units. I don't want my neighborhood to turn into the same parking fiasco as the now gentrified Marda Loop.
- Overlooking large bodies of water such as the Glenmore reservoir for the view.
- The theme, style and culture of heritage communities, why residents moved here, is dominantly single-family homes. Residents want to preserve this style and don't welcome duplexes and row homes with the noise and crowding that it brings.
- You need to consider parking and more traffic. Make communities more walkable. Tiny homes are a must for lower income families, or people with no children. Convert downtown office buildings into homes.
- No major preference, 3+ unit homes are fine.
- Existing homeowners should not be subject to the noise and congestion that occurs when these very high density projects are constructed. As much space as possible should be required between these projects and single family and duplexes (side by sides). these people also have the right to quiet enjoyment of their property and to maintain their value of their property. This is possible and as well as having higher density development occur at the same time. The city must focus on the rights of its citizens and developers must not be given priority over citizens. The options I have chosen are located along our near transit. Projects that focus on smaller units that provide affordable housing near transit and within walking distance of schools should be a priority.
- High density living is way too crowded for Calgary. The population does not warrant this type of overdevelopment. The condos downtown are still 70% vacant. This does not make sense at this time. Perhaps in 20 years when to projected population proves it necessary. This type of overdevelopment will cause great strain on existing homeowners worrying of decreased property value and being next to a Multiplex monstrosity. It is not conducive to good mental health for a quiet and calm neighborhood.

- A concern is parking so I did not choose the midblock lots. This is not just about the people who live in these blocks who require parking, as it is not always generously included in the building envelope, but also for people who visit them. On street parking is less available than and people end up parking in spots they shouldn't creating traffic hazards.
- You don't have to get out of your community to get things
- Nowhere in my neighborhood keep my community R-1 I pay huge taxes to live in a R-1 community. Place them on Carrera ward 9 councillor ward on 15 St southeast and on new street
- I live in CRE-It is difficult to understand the IAP as different terms are used for what seems like the same things. Consistency of terms would be helpful (What is the difference between small scale and limited)I would like the development increased along "commercial corridors" Rather than "neighborhood connectors"
- Homes with 3+ unit should only be located near main streets or areas that can support the increased density the added homes are typically under parked which will cause issues within the community they increase lot coverage and height that is required to develop 3+ units will lead to the removal of large established trees and cause shadowing issues to neighboring houses
- Where pretty sure that in future small scale 3+ unit homes will be allowed on the street that we live on So what is good for the goose is good for the gander. Also, there are already numerous secondary suites in the area
- Row houses, trip plexes, fourplexes and other forms that share those characteristics should be placed in another category, as they do not belong in art with small scale homes such as single detached homes. I do not support densification in Kelvin Grove
- Near transit stations to commercial shops there should be more multifamily homes
- Keep some single family typologies but push for multi-unit densities to promote economic growth in these areas. Backyard suites should be permitted use in all these areas and secondary suites discretionary include to allow simple future density growth - consider blanket rezones to entice developers to come to these areas imagine these wasted lanes as new streets!
- The character and structure of Heritage communities must be preserved. See below
- Where currently zoned for only! Please review previous Mayfair nursing home expansion plan where residents were consulted. I am concerned with cities interest in residence view. It has only been meetings with little desire to change plan (BRT, 19th St expansion are examples)
- Although we live and connector street, we are a residential neighbourhood and I hope we can stay that way. The existing shopping centre could perhaps have denser housing nearby i.e. Southcentre and the C-Train situation
- Anywhere is fine
- I believe in density and affordable housing, so support this housing type everywhere
- The category of "small space scale homes" Is very broad. Applying that definition across all Heritage communities is not appropriate. For example, some communities may suit having basement suites/four plexes while others do not
- Honestly anything I have to say about these issues you won't use....
- "Areas currently zoned for 1 or 2 stories could go higher.
- Is it possible to ensure homes keep a wide buffer? I don't have a problem with increased density, I do have a problem with homes close to each other, so close that

we needed to change the fire code to provide some level of protection from rapid spread."

- Disagree with comment on pg 7 that "all small scale 3+ unit homes... are seen as being compatible". Just because they have a maximum height in common does not mean they will blend with the current mix of housing. 3+ unit homes bring additional traffic, noise and by their very nature, negatively impact privacy of existing homes. In addition, they likely will block light to existing homes. I believe 3+ homes that occupy 60% of the lot size will reduce the free canopy in neighbourhoods - a negative.
- No small apartment buildings mid-block. They tower over single and semi detached homes and block out light. It makes more sense for them to be at the corner lots of collector streets only (i.e. at the corner lots only of the collector streets). We already have apartment bldgs. In Fairview and they are at the end of streets next to Heritage Dr. which makes sense and works fine.
- You have assumed that residents living in these areas currently accept the fact that 3 + unit homes are acceptable on current single unit home lots. Why is maintaining the status quo not an option?
- Leave my neighborhood alone stop wasting my money on "glossy" pamphlets, calgary's "birds" and leaf blowing machines
- The city doesn't listen to anybody, this is a waste of taxpayers money
- "Choice for: close to LRT (encourage people to take LRT, less cars on roads)?
Choice against – more traffic near parks etc. unsafe
- -blocking natural light
- -I have seen many of our small park areas end up becoming a gathering spot for buying and selling drugs. How do we prevent?"
- "I interpret this question as addressing small scale homes that are triplexes and fourplexes. Your material states single family homes and duplexes are already allowed. The guideline new state for triplexes and fourplexes is up to 60% of the lot can be the structure. If I assume 60 x 90 foot Lot this is 5400 square feet of surface area, of which 60% or 3240 square feet can be covered by the building. Assuming three stories this says 9720 square feet of "small scale" home structure can be built on the single lot. Assuming a small scale Homes per lot, these can easily be in excess of 2000 square feet each. (Hardly small scale and potentially bigger triplexes!). I can only support small scale homes near transit station areas. The heritage communities should retain their original character with single family homes
- It is disappointing to see what has happened there the redevelopment of the Marda Loop area. Transportation flow along 33rd Ave, the main east West corridor in Marda Loop, is a disaster. The city planners, administration and council should be ashamed of what they let happen there. And that is just one of several areas where the original Calgary character is destroyed"
- Area residence live in Areas such as Chinook Park, Haysboro, Kelvin grove etc, because it is single family homes. Do not over-crowd these areas.
- Not down neighbourhood connectors as there will be too much traffic flow + street parking issues, taking away the peace + privacy of those neighbourhoods. Neighbourhood connector streets like Elbow Drive + Fairmont drive should remain limited -> 3 or less storeys/small scale homes.
- If a home is right by, or around a busy store or street, it gets too busy, and I've avoided. (I say this as I just bought a home in Tuscany, knowing it wasn't too busy)
- More parking available to avoid congestion. Less need for more cars if amenities are in walking distance. Accessibility for children + teens to find appropriate recreation facilities
- \$ Greed \$ stop the distruction on our beautiful neighborhoods

- Not welcome in Willow Park
- None! Heritage area should be left as it is
- Multi-residential properties are essential for growth and affordability. Calgary cannot continue to sprawl
- Our area is built just rite we have condo + row houses all around + single home in the middle they are rebuilding the Homes from the made out leaves the drqual the same.
- We have lived in our home on Heritage Drive for forty seven years. We chose this location thinking of our future as seniors. We can walk to the dentist, the doctor and hairdresser. We have a hospital nearby. We want to remain in our community. Would be willing to down size based on the offer from the city for our home and property.
- I'd like to be able to check off more of these, but in my own community (Haysboro), I don't think four unit houses match our relatively tiny infrastructure. Maybe in certain areas, but not Haysboro. Adjacent to civic facilities may make sense
- I don't want a big home built beside mine. Blocking my sun and infringing on my privacy.
- 4 stories used up everywhere
- This is an awful way to
- "Up to Duplexs (3 stories high) should be allowed on all lots, regardless of surrounding homes etc.
- -Garage basement suites allowed everywhere.
- -we need places for the services providers in our community to live in our community"
- Small shops, parks and rec and civic facilities are all directly useful for citizens and live near. Main streets can sometime be too noisy/lacking privacy as are transit stations although both shouldn't be too far from homes.
- Higher density (small-scale) homes are allowable in commercial areas. But people who chose t buy in areas confined to single (detached) family areas, accepting the inconvenience of distance from commercial areas, deserve to have their choice honored.
- High density near LRT line is going to happen and already has happened. Stay out of Haysboro residential housing. Bad enough we have two houses on our street that are three story eyesores. not sure if I misread secondary suites. I am totally opposed to secondary suites in Haysboro. This community has a good reputation these sweet bring in bad plus parking becomes a big issue *leave us alone
- I live in Springwood Dr. and will die in this house. Hopefully I live here another 60 years as I am 40 years now. We do not want more dense population
- There should be no further of these homes on connector roads like Acadia, Fairmont or elbow drive. Traffic, parking issues and poorly upkept properties that are multi home already on some of these streets. Who actually want to live in these?
- I like my one-storey community as is. It does not need re-design or social engineering
- I am a big fan of small scale homes, especially in inner city settings. I believe it brings a more diverse population and then unique businesses and entertainment will follow
- 3+ unit homes would be good in any place where they have great access to resources like public transit, local shops and local services.
- New communities along major routes, malls + LRT stns. Allow residential areas their space.

- Higher density housing needs to be welcomed in all areas of the community. This will bring with it diversity in age and suit all socio economic groups. Consider tiny home additions to lots (Great for students and seniors)
- It is not clear what actual new changes are being proposed. 3+ unit homes already exist in the areas identified. If the proposal is to allow more to be built, we would oppose that strenuously. There are already very high density multi units and apartment buildings on the south side of MacLeod along the Horton Rd corridor, along stretches of Heritage, Bonaventure, Southland etc. All are quickly turning into slums. the greater density model is working less and less everyday. Chicken and pigeon coups.
- Tier 2 Roads only!
- 3+ unit homes would need garages underground or attached - this is a concern for building community, As people going in their garages are not outside to see neighbors (as they are not entering their homes outside) perhaps, then if they are interested in transit there might be more walking happening to greet neighbors.
- Leave our streets alone. Busy traffic street - No large homes
- We need more density, handsdown
- I think higher density options look better on collector streets and maximize use of corner lots. Mid-block they may change the feel of the neighbourhood. I prefer small scale homes to multi-lot single family homes
- "I think they might be too big and too busy to be placed on midblock lots. But would be beneficial in other areas like near small scale commercial shops and parks, recreation and civic facilities to make it easy and efficient to be able to walk from home too stores and other facilities to enhance and increase a walkable city and to reduce our reliance on motorized vehicles
- * better snow removal so pedestrians can navigate the streets safely! And ice removal"
- Small scale 3+ unit homes should be built on all the above mentioned locations because it will help a lot of low income families and it will attract more families to settle in our community
- new construction needs to be limited to keep noise and debris low - also we need to not disturb the greenery and animal habitats that are abundant in the neighbourhood
- Prefer none - suspect to all burn if one starts - causes people to lose a lot
- No place. #1 They are ugly #2 leave the inner cities communities alone for poor people. Only rich people can afford them. Keep them new communities where builders get richer - don't squish out low income people
- I would like to see our area have a more community look then have tall buildings. I would also prefer not losing the general style of the area. Many houses backing onto greenspace are large and makes it difficult for single people to buy in those lovely areas. Building smaller homes in those locations should seriously be taken into consideration
- Train stations I think the people who like those locations would also like 3+ unit homes
- Acadia Drive is a collector street and it is a race track now. More housing would create more traffic. Limit small scale homes to Heritage Dr, Macleod Trail, Southland Drive and LRT stations
- Why not designate all current residential along Elbow Dr as "low-modified"?
- I would welcome them everywhere. They're a great way to add some density with minimal changes to neighborhood character
- I am not a fan of urban density

- Small scale homes would be adorable for young families (or couples), near small scale businesses/shops and parks, and you should include a fountain somewhere central. If you could make the communities look beautiful and uniform, with matching fences put in by the builder, and medium to large trees everywhere you would succeed and people would love it.
- To attempt to preserve original community look
- Willow Park is fine as is We don't need multi-family units Leave the community alone
- "Downtown. DEVELOP THE DOWNTOWN! Grow residential spaces of all kinds/sizes there. Convert unused offices into living spaces rather than destroying Willow park and Acadia. Affordable units DOWNTOWN.
- leave Willow park and Acadia alone we are not interested in increasing density in these neighborhoods. We are not interested in expanding the variety of housing options here, nor are we looking for population growth. We choose to live in these neighborhoods so that we avoid higher density dwellings. Keep single detached homes-avoid gentrification!!"
- On collector streets - ? What are these? Welcome near Mcleod trail + Bonaventure Drive.
- "The location selected are already high traffic/busy areas. I don't want to increase the population density in the heart of my neighborhood. Part of the draw of moving into these older neighborhoods is the quietness, slow moving, "open" feel. That "feeling" is already lacking in the areas I've checked off
- I love how the corner lots, midblock lots, and park/rec areas are currently, I don't want to change anything about them. Not many people, few cars parked on the street, the rec areas aren't busy"
- "The location of new development should be left to be organic and not necessarily dictate what type of development should be shoehorned into the communities.
- much of what is in this handout reads as though these areas are only developed with bungalows and this is not true. The neighborhoods have single family, duplexes, townhouses, low rise and high-rise apartments, condos, rentals, secondary suites and infills. There is already lots of diversity in housing"
- "NO on midblock lots because it impacts esthetics and parking
- Maybe on corner lots, as long as more than 1 parking spot/unit is allocated.
- Maybe adjacent to parks if they are on a collector street
- Maybe on collector streets if more than 1 parking spot/unit is allocated"
- Parking is already challenging in the heritage area. Also traffic is already congested on elbow drive putting 3+ unit homes on that street will make it unmanageable
- Not welcomed in any R1 or RC1 neighbourhoods. East of Macleod Trail only!
- Will look trashy in no time-our local streets don't need this [illegible] of buildings. Will only decrease value of existing properties. [illegible] this concept in Willow Park Estates/ Mount Royal large lots and large homes or in some of the new developments coming up-this isn't what we signed up for when we purchased in this neighborhood.

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?

- The categories are a little off, The Neighborhood flex area category seems to be a catch all and these areas should not be grouped together. The flex areas on Acadia drive are small strip malls with valuable local businesses which is not the same as the C-train stations in use. I think adding the Elementary, Jr high and High schools, community halls, and churches to these maps would be of value as the green spaces are not true green spaces on these maps. Schools and community halls tend to be very important hubs for communities with lots of activities and gatherings during all times.
- I like the idea around the LRT. These areas can use some touching up. I dont feel they should be invading our communities with 4 storey apartments along Fairmont and Acadia. It is unacceptable to ruin the communities with these 4 storeys.
- I am not certain if I support Fairmont Drive being a neighborhood connector, especially in Fairview. This street is very residential. Currently children play in the back lanes. Plus the alley east of Fairmont drive is often a travel route for students, and residents. Its funny, but we know the neighbors across the back lane more so than in the front yard. Small scale housing may still work, but I am not supportive of 4 stories 3 or less!! And I think the commercial and even residential needs to be approved with the health and well-being of the residents and the community connections that the alleys can provide. Along with this, as commuters often do use Fairmont drive to cut through, traffic can become dangerous. I would prefer to see there be a strong focus on traffic calming measures, walk and bike ability along with this development. If its just commercial without the other considerations, traffic and the focus on driving will remain prevalent.
- Do not allow Hayes Farms to be turned into a mix used zoning. It must stay residential and at its current zoning.
- Cont'd on no to Hayes Farm Rezoning:
- There is no direct access to MacLeod Trail from the site. Elbow Drive is already busy and congested in Haysboro without adding more traffic. Most drivers are speeding at 70 km/hr, many children, elderly, and people with pets walk down these streets and need to cross Elbow Drive. It would be better if the City of Calgary could focus on making our neighbourhoods safer before adding more density and areas for loitering to the streets that do not support such high traffic. The city would be better to focus on making large developments on traffic routes that have little pedestrian traffic such as Macleod Tr. and 14th street or areas with LRT stations as these areas better support density.
- No to Hayes Farms being rezone. Reasons will be submitted in multiple entries due to character limitations provided:
- Related to cost of housing, a new development of that size would likely attract large scale development that means people currently living there would be forced out of their homes due to construction and higher costs of the property. It's important that we stand up for all community members of Haysboro. This would not help real estate values as three major office towers there would create a completely different neighbourhood than we currently love and the large-scale development would block out most people's homes and yards from sunlight within a half kilometer radius

throughout the day. There would loud construction noise for at least a year (possibly several years) if there's a new development and then further noise disruption from the new density and traffic.

- Do not rezone Hayes Farms. It must stay its current zoning. We do not want large buildings going into that area.
- The area south of Colleen Avenue and west of Churchill Drive is currently indicated by dark orange which is considered neighborhood flex. This would allow for commercial and residential development. This plan fails to recognize the residences that currently back on to the nursing home which is likely the key target for development. Commercial development in the area would change the fabric of the neighborhood. Residents of the area moved to this community for the single family homes and lack of commercial development.
- • Chinook Park already has 8 condo/apartment buildings for 100+ residents along Elbow Dr between 75th and 82nd Ave.
- • It is discriminatory that only certain areas along "community corridor" areas within Chinook Park, etc. will be impacted by these proposed changes, which will greatly reduce property values, quality of life, adjacent to such increased density.
- • Why should 90% of the homeowners within a district decide where the development is to be located, so long as it isn't adjacent to their homes?
- • People bought their homes in RC-1 districts and their investment is now in jeopardy
- • Why do home builders have more say than existing home owners within a RC-1 districts?
- • Why should builders be able to radically change the character of the community simply for greed?
- • RC-1 Districts should not be destroyed with increased density. If increased density is going to be shoved through by City Hall, then it should be throughout the entire district and not just "certain streets."
- You treat us like children and create information booklets that are made for an elementary student. You cherry-pick quotes and draw pictures that may or not reflect reality. Tell me if there is another pandemic and remote work becomes more prominent then do we need the density? because I'm pretty sure the pandemic proved that in those situations people are actually fleeing density. Do other factors like amazon and changing economies affect what and how many stores are viable in a neighborhood? As in even if you densify how many more stores will be viable? how many more people in the neighborhoods do you expect after twenty years? Why don't you start with LAP's everywhere and only choose the communities that will benefit the most? Eagle ridge was literally rated 6th least potential for additional capacity, on the city's own growth change draft.
- Very disappointed to find out the the map is incorrect in outlining on what is actually being proposed. Specifically, the area south of Colleen Avenue and west of Churchill Drive (area of Mayfair Care Facility) is not noted on the map as to which area is Neighbourhood Flex versus Local. This incorrect allocation of land usage in very dissapointing, given how these differing land usage significantly impacts these residents lives. There is also no indication of any areas where single family residences are staying as is; every neighborhoods is displaying change. This has made giving feedback difficult due to incorrect information being presented. There's also nothing designating buildings/areas that have restrictive covenants on them.
- The intersection of Acadia and Willowpark Drive SE should only be considered a flex area for seniors. We moved to this neighbourhood to raise our young family as we want to escape the troubles of urban sprawl and crime. Unless designated for

Sr's only, I feel it puts a 1000 kids at risk of predators over looking the school field with residential apartments on top of commercial use. I do agree a more desirable and updated commercial use of this particular block is perhaps wanted just the needs of the mixed of old and young need to be carefully considered. There are so many innocent young children across the street that places them in potential danger and grave risk. Please consider this thought of many local residents in this neighbourhood when deciding the Urban Form Map development plan

- I would not like to see neighborhood local with the communities of CKE.
- Urban Form Map allows for too much change all too quickly and does not do well to protect the historical character each of the individual areas. My fear is that, as more development occurs, the distinctions that makes each of the communities, not only different from each other, but also from other areas of the city, disappears and the end result is the homogenization of whole sections of the city with little to no sense of individual community identity. Therefore there needs to be pieces embedded into this Form Map that maintain the character and style of the community and it is important bylaws be written requiring developers to build structures that are compatible with traditional structures in the area. It is important that the city regulate the number of new builds an area can have at one time; that market forces alone will not regulate micro and macro tension resulting from increased demands for city services; this regulation would prevent a community from feeling overwhelmed.
- I do not like the range of neighbourhood local. I do not think we should have a range of housing types and home based businesses in this area. These should remain as predominately single detached homes. I would like to see a parks and open spaces, running on the west side of the train line. This could be a multiuse path connecting the south, (Fish Creek to Downtown)
- more green space and bike paths.
- The map is incorrect in areas based on what is actually being proposed. Specifically, there is no indication of the laneway south of Colleen Avenue and West of Churchill Drive as the which area is Neighbourhood Flex versus Local. This significantly impact's those residents. There is also no indication of any areas where single family residences are staying as is (every part of the neighbourhoods are displaying changes). This has made giving feedback difficult with incorrect information. There's also nothing designating buildings that have restrictive covenants on them.
- Urban Form & Building Scale Legend should be limited rather than low modified in Willow Park/Maple Ridge Area.
- I can only speak to the areas around my home but I'm not familiar with the other areas so unsure if they are correct.
- There isn't one photo on Page 11 which looks inviting or desirable to call home. They all look very commercial, high density and unnatural surroundings.
- Chinook Park already has 8 condo/apartment buildings for 100+ residents along Elbow Dr between 75th and 82nd Ave.
- It is discriminatory that only certain areas along "community corridor" areas within Chinook Park, etc. will be impacted by these proposed changes, which will greatly reduce property values, quality of life, adjacent to such increased density.
- Why should 90% of the homeowners within a district decide where the development is to be located, so long as it isn't adjacent to their homes?
- People bought their homes in RC-1 districts and their investment is now in jeopardy
- Why do home builders have more say than existing home owners within a RC-1 districts?

- Why should builders be able to radically change the character of the community simply for greed?
- The Neighbourhood Connector areas should have special attention to connectivity - public transit + bike lanes; and the pedestrian realm - continuity of sidewalks, pathways, areas for rest/benches (think about the elderly).
- The Neighbourhood Local definition is far too vague, and I do not support the current form for the CKE community. Single family homes are essential to retaining the character of the neighbourhood and must be the standard for the interior of the community. "Home-based businesses" is very broad and has the potential to negatively impact vehicle traffic in the community.
- Should be taller buildings at the Nodes, yet it shows around them less than 4 levels while you want Hays Farm at 12 which would greatly increase safety problems, put 12 stories in the middle of 99% single story home area in the Haysboro community, and block light, increase traffic, require more traffic lights on Elbow, parking permits in the neighborhood and further separate the East and West side of Haysboro which is currently somewhat divided already by the railway and Elbow.
- The Hays Farms property should not be included in the Neighborhood connector - it should be neighborhood local
- If possible additional green space and extensive tree canopy need to be incorporated.
- Adding a broad range of housing and commercial buildings along Elbow Drive is not acceptable other than what currently exists. Elbow Drive is busy enough as it is and was not built to handle a high volume of traffic which would happen if additional buildings were to be constructed along this corridor.
- CKE and West Haysboro are mostly single family units. Those of us in these neighborhoods purchased our homes for that reason. And the green space. And for less traffic on streets that stents Elbow/Heritage/14th St. Changing the plan and zoning to allow high rises, more commercial, and mixed use residential will strip these neighborhoods of their character, charm, and live ability while potentially decimating property values.
- The residents of CKE (Chinook Park, Kelvin Grove and Eagle Ridge) do not want "limited" building scale in their communities. We want our communities to remain single family dwellings that are family focused and safe for children. Limited scale buildings (i.e. small scale houses) should be along Heritage and Elbow drive. Elbow drive is not wide enough to accommodate four storeys or less. Only small-scale development should be allowed on Elbow drive. As well Heritage Drive west of elbow drive should not have buildings of 4-storeys or higher. There are so many children that cross along that portion of Heritage drive to go to the junior high or charter schools in Haysboro. I have already witnessed children almost being hit by cars. If you increase the allowable height to 4-storeys, traffic will be a nightmare and fewer kids will be able to walk. Likely more parents will then drive their kids to school! This is not smart planning. Please think about safety for our children.
- The Southwest corner of Chinook Park cannot handle the traffic that would result from the proposed inclusion of a Neighbourhood Flex block. Indeed, that corner of Chinook Park cannot handle through traffic to Henry Wise Wood High School and has traffic calming restrictions in place as it is. The infrastructure in the neighbourhood, even with substantial upgrades, is simply inappropriate for that type of development. This is the only block of this size inside any neighbourhood in the Heritage Communities proposed for this type of Urban Form.

- Further, significant portions of the Heritage Communities are subject to restrictive covenants. The City will be wasting resources fighting taxpayers in court instead of focusing on redeveloping areas where residents did not purchase their property relying on specific zoning and/or restrictive covenants. There are so many areas of Calgary that ought to be redeveloped first - there is no reason to court controversy in the Heritage Communities.
- I have a large monitor on my computer and I still couldn't make out the street names of the major streets. I couldn't tell where my residence was because I couldn't zoom in on the map. All I could see was some pretty colors with really really small letter.
- I don't agree with mixed use areas. Leave the heritage communities alone. Don't change something that isn't broken. I don't want any type of high(er) density housing in my area. I chose to live in Haysboro for its low density. I will be a vocal opponent to any development that that does not suit the LOW DENSITY format.
- I have a large monitor on my computer and I still couldn't make out the street names of the major streets. I couldn't tell where my residence was because I couldn't zoom in on the map. All I could see was some pretty colors with really really small letter.
- I don't agree with mixed use areas. Leave the heritage communities alone. Don't change something that isn't broken. I don't want any type of high(er) density housing in my area. I chose to live in Haysboro for its low density. I will be a vocal opponent to any development that that does not suit the LOW DENSITY format.
- There is a section on the north end of Kelvin grove behind 1100 Kildonan Place that has been designated as a "commercial corridor". Although there are currently office buildings on the northern part of that land (bordering Glenmore Trail), the lot immediately to the North of Kildonan PI is currently zoned for 3 story multi-unit residential. I believe this is an important "buffer" between the small single family homes in the cul de sac abutting this land and the commercial buildings along Glenmore Trail. The existing office building has a significant light pollution impact on the residences and if an additional 6 story office building were to be added this would have a negative impact on the houses in this part of the neighbourhood.
- It seems that 'change' is proposed for Elbow Drive. Right now Elbow Drive is a pleasure to drive down with it's character and history plus lots of trees, yards and minimal commercial. There aren't many connectors that can boast this in Calgary. Yes, there are a few spots that could do with some change, mainly cosmetic but to add more buildings, multi unit and potentially commercial, well that would just be shame.
- I think there is too much flex and connector encroaching on quiet communities
- "neighbourhood local" areas should not be permitted to have 3+ unit developments on them. Keep the allowable footprint to 45% or less as per current single family and duplex unit rules. Otherwise more densification = less grass, less trees, etc. For that matter, I don't want to see duplexes in these residential neighbourhoods either. What about allowing secondary suites as a means to densify instead? These communities are great communities. Any side streets running alongside main streets (examples: Keewatin St SW in Kelvin Grove, the houses on the drive near 1020 Heritage Drive SW) should be zoned the same as the interior community. Above all else, any changes to zoning in these neighbourhoods should be in accordance with what the voting citizens of these communities want (that's democracy). It also appears to me that the city is implying that we have to choose

between densification and potentially losing schools. There is a potential trade-off , but the city does not control schools.

- This map is misleading - it doesn't show that large changes would be made under the Heritage LAP as it is currently presented.
- Duplexes / townhouses / suites should not be allowed in communities where they are not currently present. To allow this would hugely change these communities. Why isn't this an area of input??
- I choose none as this process does not appear to consider any input from the community in making huge changes to what our daily life would be. My community has clearly articulated that it is not in favour of changes to allow duplexes, suites, townhouses etc but this has not been considered / reflected in any of the planning.
- Four storey buildings is not in keeping with the essential character of this 1960s community. It would detract from the single family occupancy which is the characteristic of the community. There are better suited newer and those in need of renewal place for such four story dwellings.
- Neighborhood connector or Commercial corridor should be extended across Southland. There need to be matching people-focused corridor akin to the plan along heritage
- I'm hesitant to indicate 'No' above, because the draft map is 95% good. I would like to see more small gathering places in neighbourhood connector and neighbourhood local areas. For example, small cafes or pubs. Many of our residents are older adults and walkability in this area is not great, so many residents stay home. If there are small gathering places that older adults are able to walk to, it may help with isolation and community building.
- This map is deceptive and doesn't flag that you are running through duplexes, suites etc. We chosen to live in a community without those and want it kept that way. Start listening to our community associations instead of dismissing them and us. This process is a joke and the city should be ashamed of saying they are actually seeking and acting on community engagement.
- It's partly right. With regard to Heritage Drive, the Mayfair Nursing Home is located at the corner of Heritage Dr. & 14 St. SW. This is a very pretty area for people to spend their final years. When families come to visit, they sometimes take residents out in a wheel chair to sit on the lovely treed grounds. This is a healthy environment for all concerned. There is a tendency to bulldoze such facilities in favour of impersonal high rise structures. Surely at this stage in a person's life, we can allow them green lawns and mature trees. The document suggests allowing moderate to large growth along Heritage Dr. The stretch of Heritage east of Macleod Trail is more suitable to this type of development.
- the problem is continuing to include the road form 'collector' in ANY community. - If the expectation is livable, equitable community space - leaving collector (with wide roads and high speeds) road design in the mix, the output will NOT be human friendly. This is where any change needs to begin; don't change the road - expect a degradation of livability with an increase in density
- There should absolutely not be any development on Heritage From Elbow Drive to 14th Street. There is a park very close to that area on Churchill drive. this park is magical and we have endless children playing there year round. We cannot increase traffic in the area both car or otherwise. The park is the heart of our Chinook park community and more people will only jeopardize the use and safety of the park depending on what type of people the "proposed" business and housing brings in. Also its not ok to ruin the homes that are located on the South end of that park by having 4 story building now in their backyard, sharing lane ways etc. The people who

live on this park have paid a ton of money to live on this beautiful park, the idea that the city would rob these families of that investment is beyond belief! This neighborhood is desirable because of the pride of ownership and the safe place this park offers for the children. This development cannot ensure our safety is not lost!

- Need to develop multi-story, triplex, fourplex or 3 unit buildings on the main street or near commercial shops.
- Heritage Drive S is already a busy road and is NOT designed to hold the traffic required for a 12 storey unit being proposed on that block. This should also be considered as a community corridor, especially as it's already a road that gets very bad congestion and is usually unsafe for pedestrians.
- Heritage Drive would need large-scale development in order to sustain more traffic moving through it. This is not something that most homeowners in our community would have signed up for, or appreciate. We need to make these roads safer and slower if anything. I do not want commercial businesses overtaking our communities, as we already have tight roads, our green spaces being encroached upon, and local community businesses that would likely be at risk with larger corporations eating up the space for large developments.
- Heritage Industrial should also be kept to smaller developments as it is a tight road, and already inaccessible with few ways to cross the train tracks.
- Fairmount Drive is a collector through Fairview however, it is a narrow street, not like new community collector roads and should not be classified as a collector in the current CofC roads classification standards. Fairmount Drive should be classified as a residential road and not a collector for the purpose of applying a 4story building scale model.
- You want to turn Elbow unfortunately to a street with higher density and traffic. But at least you say it should remain with small businesses and small buildings and mostly residential, and that includes Haysboro Farms. BUT then how come you wrote in the draft building map that you will do 12 floor buildings there! It's not a key-road nor a node! That's why we can't trust you... You say something but do something else! You will be destroying the heritage of Haysboro, changing it drastically and bringing even more congestion etc It needs to be a neighbourhood connector NOT a neighbourhood flex! NO MORE THAN 4 FLOORS PLEASE! This is what you PROMISE. That is should be only limited or low-modified buildings.
- How come our councillor is not against this!!!
- Hays farm apartment building causes enough issues with crime, and parking. How will that be addressed by increasing the density of an already dense population area?
- No increase in dwelling density anywhere. Existing commercial properties along Elbow Drive with height restriction to 4 stories, after careful estimates of revenue loss due to shading for affected properties. Compensation for neighboring property owners based on annual loss in energy generation.
- Agree with designating Elbow as Neighbourhood connector, but to achieve greater density and commercial development on it, it needs to be changed to make it more human friendly and less of a car gutter whose only purpose is to whisk cars through the area. As it is, it is a river that flows through and divides the communities of Southwood and Haysboro
- This comment applies as well to changing the scale from Limited to Low-Modified.
- The south side of Colleen Ave SW and the West side of Churchill Drive should continue to belong with the rest of the neighbourhood in the neighbourhood local

zone. Having a 6 story building right across the street from single family dwellings on a quiet side street is insane.

- The rest of the block where the Mayfair nursing home is should be limited to a height of up to four stories along with the rest of the Heritage drive zoning. It is too small and too close to the residential homes to permit anything higher.
- Fairmont and Acadia are too full with cars already. The traffic is too much, Turning left on/off Acadia is already too hard, Let it be residential
- SW Corner of Chinook Park. The entire block should not be designated as Neighborhood Flex.
- Please review the CKE survey and take into consideration that a mixture of 'small-scale homes' are not welcome within the community. Plan to have higher density framing the roads of MacLeod Trail, Lower density along Heritage and Southland and only revamp the current condos, townhouses, etc along Elbow Drive but do not add to that.
- Do not open the community up to developers.
- A blanket shift to "neighborhood local" for so much geography is not smart. Spend some time to understand what areas here make sense as NL vs. which ones do not. Communities with small/old houses might make sense to have a broad range of developments. Communities with very large homes and large lots should NOT be migrated and should remain as R1 for the time being. Specifically Eagle Ridge and Kelvin Grove do not make sense to change. Please reconsider.
- high density developments are not kept to the extreme perimeter of the neighborhoods. nothing more than 2 stories once past the perimeter. Hard to see the map on the browser? cannot make larger and resolution is poor
- Yes. There was a huge consultation process with the Southwood Community Association and I was left under the impression that the community node located at the corner of Southland Drive and Elbow (currently Southwood corner) would consist of Urban Forms that would not exceed 6 stories. Therefore, this area should be coded as "low" and not "mid" urban form as coded on the map currently. 12 stories would directly impact the sunlight on the street behind the Southwood corner. I understand that this was a contentious point that needs to be addressed. Many single family homes would be impacted and their property valuation would be impacted by such construction. This is specifically related to Snowdon Cres. I think 6 stories is great, and would mimic similar structures as seen in recent developments in Britannia.
- I think it reflects a lot of the uses that are already there. I want to emphasise the importance of maintaining the industrial area in Fairview. This is a huge lifeline and connection for these small businesses. Most industrial businesses have to commute across Deerfoot East, this allows these businesses to stay part of the community. Having both me and my partner in the construction industry, we really need to work on the stigma that comes with industrial/construction work. This integration keeps a relationship with these businesses and the rest of society. The way Fairview has embraced the industrial sector is how it is done correctly and we need more of these small industrial sections scattered throughout our city.
- The Urban form for Neighbourhood Local seems to indicate a desire to support 'home based business'. This definition is too broad and the areas should be maintained as single family residences as much as possible.
- I think Heritage Dr from Past Elbow to Heritage Park should NOT be considered for high growth. Moderate may be fine but I think high growth takes away from the entrance to the park which is nice now with mostly residential buildings - even the nursing home at one storey fits in. I would not want to see a high rise there. Same

along Glenmore Trail. I get mid rise like what is there or higher but not twenty six stories

- I struggle with adding commercial to all of Elbow Drive. The upgrades to 14th Street did not completely alleviate traffic along Elbow. I think the existing commercial nodes along Elbow are for the most part pretty spot on. Upgrading the existing commercial should be priority. Commercial along Elbow would require parking and currently the street does not allow for that. A bike lane along Elbow would be amazing but the communities would require additional access points and a revised street layout.
- I don't think the area at Heritage and 14 St should be zoned as a 6 storey building. This is too big of a building to be within the neighbourhood of Chinook Park. Something of this stature could be added to Glenmore Landing if needed.
- The corner of Heritage Drive and 14th Street should not be considered as a "neighbourhood flex", it should be designated as either special policy area, as it is currently or designated as "neighbourhood local". This current allocation does not make sense given the surrounding area intent. It could increase the traffic significantly to this area which does not have the capacity to be increased with commercial. Neighbourhood flex is intended to be near Heritage and Southland LRT Stations.
- Adjust the neighbourhood connector along the Elbow Drive and Heritage Drive SW and Fairmont Drive to be neighbourhood local. Still supports the homes and home based businesses and leaves other businesses to centers that are walkable distanced from the surrounding communities.
- Chinook Park, Kelvin Grove and Eagle Ridge should not be included in the plan. These communities have more in common with Mayfair and Bel-Aire than with the other communities on the LAP map
- First, the SW Corner of Chinook Park, on Heritage Dr and 14th St should be changed to (at least) Neighbourhood connector to be consistent with the surrounding context. While personally, I'd prefer Heritage Dr between 14th St and Elbow Dr zoned to be Neighbourhood local, if it isn't then that corner should be consistent with the rest of the community.
- We live on a beautiful crescent on Heritage Drive. How destructive to remove well cared for homes and properties in a beautiful neighbourhood.
- Our community is single family homes. This is why we moved here 10 years ago. We wanted a quiet street on which to raise our family. I like that our streets are quiet, not congested, that we know our neighbours, have a sense of community and have space. I'm sure this can be said for others who may have moved into their neighborhood for similar reasons. You move to a place for what it offers. This plan could change my entire community and I am opposed.
- Do not encroach on single dwelling homes with larger lots. These are becoming unattainable for middle class families to purchase 'inner' city. Implementing these changes along Elbow & Heritage Drive, will drive families (WHOM MANY are multi-generational, such as myself that grew up in the community and has returned) out of these neighbourhood that is run off of the volunteers and community.
- Please edit the map to show the public lands along the east shore of the Glenmore Reservoir between Heritage Park and Glenmore Landing as a special policy area and/or comprehensive planning site. These are not parks (Heritage park parking lots, AHS overflow employee parking, unprogrammed scrub), are well connected to transportation networks (pathways, BRT, arterial roads) and represent a potentially singular opportunity to achieve high quality growth in the established

area in a way that is positive for quality of life for both new (accessibility, amenity, affordability) and current (amenity, reduced impact from growth) residents alike.

- Please consider revising the extent of the Neighbourhood Connector typology to more fully and continuously cover the lengths of key corridors such as 75 Avenue SW, Acadia Drive SE, Haddon Road SW, Willow Park Drive SE, and surrounding larger parks and school sites.
- Kelvin Grove and Chinook Park are not carrying any of the load and are escaping untouched yet again. Kingsland is targeted more than any other communities.
- there is no input on how increased density will put strain on the road infrastructure along community corridors. I live 1 block in from Fairmount Drive, with 4 story buildings and duplexes built along the whole roadway means more cars. Last time I checked Fairmount Dr is single lane thoroughfare... if we increase the traffic 3x4 with no widening of roadways or twinning the roads how is this area ever expected to handle this amount of traffic
- Elbow drive is the only way south out as 14th street turning has been blocked off. So making it a connector will limit traffic.
- Maybe. I choose to buy a single detached home+ building higher or denser is not my choice. If people want high/denser then build those neighborhoods, don't destroy the single family areas. Bigger seldom is better. In Calgary's case life has gotten worse with the growth and densification.
- You did not include the parking. Each 3+ unit will need 5+ parking spots where are those? Do not assume that city transit will move people.
- Maintain single family residential areas as is. There should not be 3 and 4 story buildings next door to single-storey/two story houses. Enjoyment of property will be greatly compromised. Parking is also already limited! Wrongly marked on map. It should be local neighborhood (Sierra Cres)
- We know about the Mayor's draconian plans to radically change Calgary to her vision with her "climate crisis" plan
- See above
- No I guess you will just do whatever you want. Typical case of not listening.
- If you don't address basic concerns I don't feel anything I say about your map will be addressed!
- We do not want this in our community at all. Please find open land in a rural area and build a new community there. Do not destroy our community
- Right on the whole. Neighbourhood connectors are low modified should be carried through consistently on Elbow Drive, Fairmount Drive and Acadia Drive
- I was unaware that the location I live in could be 6 stories. It is mostly 2 level townhouses along Bonaventure Drive (east side) after. I don't see opportunity for commercial even limited where I live. I would consider it more neighbourhood/local (light yellow) I would be very opposed to commercial on the east side of Bonaventure Drive after Southland Drive (except where the hotel already is!)
- Elbow Dr between Glenmore and Anderson should allow for broader use-Neighbourhood flex
- I can't really picture how Heritage Drive would work as a Neighbourhood connector, especially as pictured, but I'm not opposed to it. Why is Southland Drive not the same?
- Add another dog park area (could be small) because any school yard or recreational park isn't really an appropriate place for pets. We observe our neighbours using local sidewalks to use for pets on a daily basis. Could more be done to provide space? Also add some armrest on local community benches for seniors.

- Just not sure. Would [illegible] more & better professional employment options (not merely retail) in the SW not the only [illegible] area seems to be on the Tsuut'ina reserve where we see no action other than Costco. Fish Creek, however, regulates firm environmental protection from Tsuut'ina development.
- Chinook Park, Kelvin Grove and Eagle Ridge are single family home communities. People choose to buy in these communities for that reason, children who have grown up in these areas often choose to come back as adults do to the community. Making this all "Neighborhood Local" Fundamentally changes the communities stop seems like a tax crap for the city under the guise of density. Gives development control to developers.
- Colorful-meaningful-long range. if the city provides bike paths, as it has downtown, perhaps the cyclist should require a license, just like auto drivers, to pay the cost of maintenance.
 - As expected
 - Fairmont has become a connector because there are no lights as on Bonaventure and McLeod. So gets used more.
 - I cannot make a determination yes or no, what I can say is that my street, Abbott Pl. SE will be destroyed by this plan.
 - Kelvin Grove should be removed as or other similar communities like Mayfair, Bel Aire and Britannia. Our community cannot handle this type of development.
 - Yes, stop sale of land West of heritage LRT, make it four to six story minimum housing, two have minimum 60% affordable housing.
 - Because Kelvin Grove is not an appropriate community for this type of redesignation. It was not built to handle this densification and the redesignation is unwanted.
 - Too much Mid connector on Elbow Drive in Haysboro. I don't like your [illegible] ideas of [illegible] homes or basement suites.
 - Acadia Drive should be neighborhood local.
 - I don't think all of the communities in the LAP should be treated the same-West Haysboro, Chinook Park, Kelvin Grove and Eagle Ridge are almost exclusively single family home residential. There are pockets of mixed-use/multi-family/retail along Elbow Drive and Heritage Drive but that's about it. Those of us living in these lower density areas would like to keep it that way. The streets can't support additional parking, the few parks we have are well-used. Please do not increase the number of homes/people/size of buildings.
 - Elbow Drive from 70 Ave SW all the way to Anderson Road should all be designated simply as 'neighborhood local", and not as neighborhood connector. Elbow Drive does not support the infrastructure (two lanes each way) to facilitate this type of development. Residents here do not want more 4 story buildings along elbow drive. residents here buy homes in this area because of the trees, the larger lots and the fact the current density is as high as it needs to be. Focus on MacLeod Trail.
 - Don't allow A6 story building at Wayfair [illegible] site lower it to max 4 story.
 - Heritage Dr and elbow drive are not equipped for greater density. Heritage Dr. and Elbow should not be community connector. Neighbor local should remain single family detached only. Small scale 3+ unit homes are not welcomed in Chinook Park/ Kelvin Grove.
- Starting with the light yellow (Neighborhood Local) areas on the map: for the reasons listed in topic one above keep our residential neighborhoods as they are! Do not mix commercial with residential! At the very least, be selective of which home based businesses are appropriate. I live close to two rental properties, each having secondary suites and neither with access to parking in the garage. One tenant is a

mechanic operating a vehicle repair business from the single car garage. Problems: the noise of a commercial garage, sometimes smell of gas, to and flatbed trucks unloading vehicles onto the street and or into the backyard, customers vehicles are occupying residential and visitor parking space on the street for days or weeks at a time while causing a domino effect where parking is at a premium especially for those people and their visitors who have no other choice but to park on the street. Parking violations abound (driveway blocked, sightlines blocked, etc.) this is not normal neighborhood activity! distress for neighbors close by and the city is short staffed for adequate enforcement! same goes for the pop the dark yellow areas of the map (Neighborhood Connector). Keep our connectors as they are! Leave our vintage homes in place. If more humanity, businesses and activity are all crowded in a long the connector routes, it will be more congested and polluted, less safe and lose it's easy connectivity to other communities.

- We are concerned about the intention of the map to show commercial (small scale) development near St Gerard and Eugene Coste schools- 89th St W from Elbow Drive.
- The northeast corner where the Mayfair nursing home is located has the entire block designated as having a building of up to six stories. This includes all the residences on this block. the residences should not be included in the designation and [illegible] this this appears to be the only residential land designated for six stories.
- On Elbow you have identified as neighborhood collector. That is fine however you have in Haysboro (near Eugene Coste) You have brought that form to the West side of the lane. Use the laneway as the boundary and keep the area directly across from the school as neighborhood local.
- The main roads, such as Fairmont drive, has houses that fit into the community. The 3 plus housing will detrimentally affect the local 'cute' architecture. If apartment complexes are required then the commercial industrial areas on the West side of McLeod directly across from Acadia should be considered without ruining the local architecture. I should note that the 8th Ave mall downtown Calgary was a highly desirable area to visit from a cultural perspective before the historical buildings were allowed to be demolished and the fronts were incorporated into the Conference Center. The elimination of the buildings reduce the attraction and warmth of the unique stores that were once there.
- While there are several areas of development along the side of Elbow Drive south of 70th Ave SW Is on the north side of Heritage Dr, the overarching description of CKE is a residential neighborhood of single detached family homes not a neighborhood connector "characterized by a broad range of housing types".
- There are no specific provisions that require developer to incorporate any of the character of the communities back into the new structures. In order to meet the needs of keeping a sense of cohesiveness of form bylaws And be created to keep designs reflective of the communities original plan. This urban form also do not well illustrate new transit zone our public services that will be required. Also, there is a concern with the length of the neighborhood connector along Fairmount Drive creating a four story canyon almost 2 miles long.
- Please see comments above. I've also sent an e-mail to the mayor, counselor ward 11, LAP planners. The main reasons are 1: City like like urban design including duplexes and apartment buildings will damage the suburban quietness in CKE. 2: Decrease property value in CKE where we pay extra premium investments in the property. 3: complexity of increasing population will increase crime rates. 4: New

building map will damage the green parks and trees around us. It's completely damages our current living environment.

- Looks like decisions have been made so dramatic changes are coming. So to maintain existing lifestyle residents will have to sell and move out to lower density areas.
- Six stories at Mayfair care center is too high - Max height should be three story. Four stories along Elbow drive and Heritage Dr, West of Elbow would cause way too much congestion. It would ruin all the light for the homes that would back onto a four-story building.
- Please do everything possible to reduce traffic on Elbow and to have drivers respect the speed limits. It's scary to walk along there and to cross the street. I see dead wildlife all the time. it's devastating. I'd be happy if one whole lane of elbow became a bike lane. We need to slow it down and move heavier and faster traffic to less pedestrianized streets like McLeod and 14th streets.
- McLeod needs to become a neighborhood flex/connector. High urban density and limited single homes behind it makes traffic unbearable and car culture further problematic. Every part of McLeod has access to train, so build apartments on top of businesses to support affordable housing, increase ridership to the downtown core and reduce traffic to the suburbs. Why is Calgary behind 20 years? because we can't follow European solutions. If we want bike lanes, create a neighborhood to support it. We must build up, not out.
- Warren Rd is currently a fairly quieter "neighborhood local", when transforming into a "neighborhood connector" it would be beneficial to separate the zones true green space and consider shade caused by buildings on the east side of the street. These buildings shouldn't block morning sun for the smaller houses.
- Neighborhood connector densities proposed on Elbow drive, Fairmont drive and Acadia drive don't look viable in the volume shown. In certain pockets at defined nodes they may be viable, but for the lengths (kilometers of frontage) proposed it doesn't appear viable.
- Put this in neighborhoods that make sense, like Fairview that needs revitalization. Not CKE. We - as in the residents - do not want this.
- There should not be tall apartment buildings up to six stories developed at the corner of Heritage and 14th St SW - Two close to children play park in Chinook park. Traffic congestion will be an issue as well.
- The plan is reactionary and that is what we always forget and get wrong! If you are reacting to a problem you need to look at what people do to work around. Tiny homes, going off grid, alternative ways of survival. What people do for shortcuts are how they find ways to minimize. There is always land not used to its full extent like Mission Rd or Bonaventure.
- I disagree with Elbow Drive being uniformly targeted for neighborhood connector developments. The street is not uniform from north to south. Development at intersection seems a good idea, but not mid block and not four stories unless the development is by a major intersection. As compensation for Kingsland's already significant density, elbow in our community should not be forced to have higher density residential or commercial.
- Only if max height is 3 stories should densified housing be provided on Elbow drive between Southland drive and Heritage Dr except at nodes as the nodes have much better access to LRT. Walking across elbow drive is already dangerous.
- Leave Elbow drive in Haysboro at present rating of 5+ rating
- Low modified buildings limit to max six floors. limit type of construction. no fire hazard materials. Roads not maintained for current levels of occupation and use.

- Partial. When considering community corridors - Acadia Dr, Fairmont Dr, Bonaventure drive has additional parking and the extra traffic load being considered.
- Unable to judge maps since there is no existing reference provided. Color palettes used are impossible to discern. Look nice in arc view but do not provide easy comprehension of information. Terrible document.
- I like the densification along collectors near to major arterials (Acadia and Fairmount)
- I am in favor of the main streets like Bonaventure and McLeod. They can use some fixing up. I am not in favor of cluttering off the communities. They are like family to us all. Where is our security and safety. We walk through these communities and need to feel safe.
- The dog walk/greenspace in Haysboro, along 14th St, is missing.
- you don't say Now negative buildings are going to be in your urban flex orange colored.
- Fairview, Acadia and Willow Park need better pedestrian and cycle routes to Sue Higgins park and Deerfoot meadows. Any new development east of Blackfoot should take steps towards this.
- Too congested, needs more parking.
- No one wants 4 storey buildings along Heritage Dr. You cut out sunlight, increased traffic and parking problems in communities not designed for large buildings.
- Just OK, not right or wrong. In principle I understand the advantage of increasing density but there are unseen problems as well. I have a back alley with a neighborhood connector. If a four storey dwelling is built, it will dwarf my backyard. The parking problems are predictable. Trees (beautiful trees) will be cut down on the lot to make more way for larger dwellings. Four stories are less is too high on residential "collector" streets.
- Don't need this kind of development in this area.
- From what I can see Elbow Drive between Anderson and Southland and north of Southland is no longer going to be single family dwellings but is zoned for buildings of four stories or less. The existing condos and four plexes are already enough for the small neighborhood of Southwood. I believe the empty lots east of the library is to be developed. That should be sufficient.
- No. Yellow shows as allowing home businesses. I now have a roofer and a dog daycare/kennel, gardening service and a meat guy. all bring many vehicles and substantial noise!!! Neighborhood is now polluted with up and down duplexes. This close to LRT, tenants are very bad and turn Haysboro into Killarney.
- Four story buildings take out the sun from many yards. more units, more cars creating parking problems! Traffic problems!
- where is all the parking designated? This is an issue. Also where is the police stations. We would need more security if increasing the population. This has become a big issue.
- Appears so. Areas for visitor parking. How about using attabiotivs technology to include "AutoParkit" spaces - Not only for vehicles but also to provide safe storage for bikes/ebikes. both at home and at destination areas.
- No you didn't. Please respect the results of the CKE survey period we do not want the designation of neighborhood local in CKE! It will ruin the character of this amazing neighborhood. We do not want to be like Altador! The proposed height of six stories at Mayfair care center (Heritage and 14th) will have a devastating affect on the green space on Churchill Dr. Not to mention ruined the privacy and light of the homes nearby. The maximum height should be 3 storeys.

- Elbow drive - very busy now, becoming less safe to cross for school access, bus stops, walking, bikes. Often use sidewalks. Increased commercial and high rises would make it more dangerous.
- This works for me. of course, the actual zoning map is where real people enlargement starts. But then you know that
 - please don't forget that accessible homes need to have ramps rather than stairs!
 - neighborhood local is characterized by single family homes, not a wide range of housing types.
 - Less people, more trees and grass! Revitalize downtown, leave our community alone!
- There is no consideration given to green space and tree canopy. It would be hypocritical of this administration to approve plans such as this when they have declared a climate emergency. Vegetation (including parks, urban trees, backyards, lawns, shrubs and small plants) reduce energy use, trees remove air pollutants and research has shown them any physical and mental health benefits of these green spaces and vegetation. A critical component of area planning should be a focus on increasing green space and vegetation - or at minimum - maintaining current levels of green space/vegetation. by allowing small scale homes to increase lot coverage from 45% to 60% you significantly decrease screen space/vegetation green spaces also reduce urban heat islands - bubbles of high temperature around cities. by allowing 60% lot coverage you also ensure the destruction of trees - healthy mature large trees. There is no requirement for the builder to keep these large mature trees and replacements are small very young trees and are not sufficient. Calgary has lost significant green space/vegetation since 2001. Statistics Canada data shows Calgary has seen a decrease in urban green space over the period they looked at - 2001, 2011, 2019. All local area plans should be revised to include provisions for increasing green space and strong preventative measures to prevent any further decrease in green space or tree canopy.
- Mostly yes. As long as street parking or general parking for those neighborhood connector housing and businesses are available. Right now there are very few or no parking along Elbow drive or Heritage Dr.
- Consultation with each neighborhood needs to be done in good faith and not dictated which it currently feels like it is. Each neighborhood needs desires and requirements are different. It should not be placed and done with this ultimate intention of blanketed reform. This approach will cause a great deal of stress too many homeowners as I have already noticed.
- I am concerned about the proposed neighborhood flex on the corner of Acadia and Willow Park. While I agree with the idea of commercial, as commercial already exists, I would prefer it to be a neighborhood connector, not flex. The four houses immediately across do not have a back alley and we have to back out onto Willow Park into traffic. There are already times of day when this is very difficult, more traffic we'll make it impossible.
- There is no mention of retirement center etc
- Leave my community Kelvin Grove as it is. Parks in this community as decided.
- I would like to see single detached homes in a separate category as there is clearly add demand for homes in the CRE neighborhood to remain as single detached and to keep out other types of small scale homes.
- The amount of new density being proposed along MacLeod trail will likely cause issues with traffic and services the density creep away from Macleod would be supportable if it was kept along Bonaventure What is the desired population density in the Heritage communities? that should be driving the allowable form density and

where it is located the proposed urban form would increase the population by a significant amount if implemented - why is that necessary? Density doesn't equal desirable

- Additional densification should not be permitted within the neighborhoods of Eagle Ridge, Kelvin Grove and Chinook Park
- Corners of Heritage - Elbow and Southland – Elbow: suggest change from commercial corridor to neighborhood flex to include a focus of residential mixed-use in the future to activate those concerns not just commercial focus. Close to lights and transit for new density
- See below
- This draft is not conclusive to building a strong community. It encourages pollution, crime and the inability to build social connections people in four plexes and apartments don't come to build a new home for many years, they come as a pit stop till they can move on. Neighbors, friendships and sense of community is incredibly strong in CKE. We have worked so hard to achieve this.
- Colleen Ave SW (southside) is zoned RC1 not for multiple residences. Should be split in alley way between RC-1 and S-C1
- Our area looks to be fairly accurate
- Some communities should have no "small scale houses" allowed and are defined by the current single family zoning. Again, all heritage communities are not the same and applying the same urban form across all is not appropriate
- No multi unit housing on Acadia between Southland and Fairmont - leave as is with single detached housing
- Consider the length of Mapleton Drive as Neighborhood connector. Street gets incredibly busy most of the year with 2 schools, school buses and parent vehicles coming and going. Present plan only shows 700 block of Mapleton Dr as neighborhood connector – should extend to east, resulting in a row low-modified buildings 4 stories or less fronting green space/schools/community association. In other parts of the city, those infills have underground parking or improved on site parking, taking stress off a crowded road.
- Why increase density next to Fairview Industrial? Did we learn nothing from industrial fire?"
- Disagree that "small local serving commercial in small buildings" should be behind or in front of existing homes. If "low-modified" buildings of 4 stories are allowed, they will block all light to those homes behind and eliminate all expectation of privacy in our own homes.
- "See comments and Topic 1 and Topic 3
- Call it what it is in reality. The city has already made their decision to force this "plan" on residents of these areas. The only comment you are really looking for is for people to accept this social engineering can job drafted by city planners."
- There are bigger fish to fry - such as housing, inflation, health care availability i.e. EMS
- Same as above
- I have real concern with the designation of Elbow Drive, Fairmont Drive and Acadia Drive as Neighborhood Connectors on which future small-scale residential development may occur. My impression is the "broad range of housing types" will allow for multi storey apartments or condos which in my opinion simply do not belong on those streets. These streets are already busy and there is never more than two lanes for One Direction of travel. The concrete "jut outs" to reduce traffic speed moving through the communities which I agree with already bring traffic flow to crawl at busy times. One just needs to look at any school zone on those streets to see

what happens to traffic flow. Then imagine the impact of small-scale residences, more bicycle lanes and more transit bus services.

- Pls do not over crowd our areas? We want to keep our green spaces
- Not welcome in Willow Park
- Don't change anything! Leave the neighborhood alone!
- ?
- There are other areas in the city that need development, why was Irish chosen? Because of its age? I hope this whole process will be explained to senior residents, the persons who were here first when is the redevelopment taking place? And where do we live while it is happening? Do we get to purchase an infill in our own neighborhood?
- Mostly I think. My biggest worry would be running that old timey neighborhood feel within the smaller streets and it looks like your map attempts to preserve this
 - 4 stories and up everywhere
 - WASTE MY TAXPAYERS MONEY!!!!
 - "More up zoning.
 - -All lots within ~800m of LRT should be at least
 - Low modified.
 - All lots within ~400m of LRT should be low to mid to high of highest (more less than low)"
- *Maple Ridge is a quiet, single family home neighbourhood. I hope it will stay that way. People who choose to reside in multifamily dwellings (small scale) have plenty of options in commercial or downtown areas.
- You have green space on West side of Elbow DR on 75th Ave. Woodman junior is on east side. Also don't see green for Haysboro elementary on 89th Ave West of Elbow drive. Not sure what yellow represents
- on our street our neighborhood of Southwood or Southland and Haysboro. We don't want more people or vehicles. We don't want it. We don't
- Neighborhood connectors shouldn't be thorough ways. Have enough problems with traffic coming through that are not from the neighborhood speeding at 60-70 km on what are 50 km streets and same for those that are 40 km. Keep all development on MacLeod and at train stations
- Leave the community alone
- No more high rises! Do not block our view of the mountains!!
- Again, it is not clear as to what is being proposed that is new or different. The identified areas are already used for the purpose is indicated. Again, if you are proposing even more of what is currently poorly managed and leading to more urban decay, then we oppose it. Higher density is having a negative impact on our feelings of community safety, it is greatly increasing more visible transients, drug and dangerous panhandling activity, property crime, and undertake transit stops and train stations. More police and enforcement of existing alliance is we need, it's not more "xeriscape initiatives", whatever those are (and why wouldn't you define that?)
- Neighborhood local. I live in Willow Park. I moved here because it is heritage and because of larger lot house size. I don't welcome homes that don't fit the mold that are already here. Keep heritage communities heritage
- I would love to see more green spaces that support opportunities for walking-love neighborhood flex-again for meeting the needs of the community-medical, cafes, as well as, services such as beauty salons etc
- Neighbourhood connector sections should allow higher density.
- I am 100% in favor of a higher density city that includes basement suites, alleyway homes

- In the commercial center and commercial corridor, you should remove the cannabis stores because it will create drug addicts and if there are lots of drug addicts in our community, criminality will increase and our community will not be safe and one thing more is there will be an increase in mental ill patients in our hospital
- Corner Southland Drive and Elbow shows as commercial corridor of 6 stories or less. Yet our community and residents directly affected by the height voted not to go that high.
- Who knows? The map printing is very hard to understand. Use darker colours. Put the legend on the map instead of next page. Any good cartographer would.
- Four story apartment buildings should not be on a residential street on lots beside a single two-story house. Towards the property, causes parking, garbage issues. Keep the density housing near major corridors, grocery stores, transit. Make it easier for residents to get their day-to-day life chores done. Take this four story option off collection routes. Live Fairmont and Acadia Drive, unless there are already existing four story buildings
- Do not take away from public parking area, e.g. Anderson station limit anything over four stories wherever possible. Do not put housing at Anderson station and not a high rise. You'll spoil the community
- See above comment Elbow Dr/Low-modified
- I would love to look up city blueprints, and potentially pursue Google Earth's aerial views to verify whether or not your draft urban map is accurate. It likely is. Just make the mini homes look adorable and picturesque and people will swoon
- This entire exercise is a waste of time and money No wonder my taxes increased 6%
- The need for growth and diversity does not have to be placed in neighborhoods like Willow Park and Acadia. Focus on the downtown core for future housing solutions. Capitalize on the public transit available downtown for a higher density dwellings to benefit from Transform underused or unused industrial spots for services for the people downtown ex. restaurants, bars, medical clinics, etc
- I worry about the neighborhood local definition as a "range of housing types" these are currently one or two-story homes. That is the magic of these communities. Neighborhood connectors seemed like an OK place for more diversity, but keeps the magic of the bungalow homes and communities alive.
- I do think you got it right. Those areas are already filled with commercial buildings, businesses etc apartments/condos make sense there. Young professionals, singles, or old folk may want to move into those areas that have shops, restaurants, self Wellness, etc available at a walking distance. I think the way Elbow Drive has been developed near Britannia is a great example of this
- "Heritage Dr West of Saint Andrews should not be a connector nor should buildings of more than three stories be allowed because of the pathway, road direction North + South of Heritage, and problems with increased traffic away from these areas.
- No increased density near elementary schools for safety (eg Eugene Coste)
- No increase density on Acadia Drive between Fairmont and 94th because it's the middle of the neighborhood- neighborhood design and capacity
- no increased density along Fairmont, except at intersections (within 75m), except @Southland Dr. because of Neighborhood design and road capacity too"

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

- I do not agree with the change of Hays Farm area from a "Low" to "Mid". Those of us living East of this complex have enough water run off issues without adding more problems that a larger and increased occupancy building would cause. A 12 storey building would block our sunlight. New development would have noise disruption from construction and traffic with increased congestion on Elbow Dr & parking issues on the streets adjacent. We already have numerous strip malls located thru-out the neighborhood with vacancies for businesses. A more appropriate location for this type of 7-12+ stories would be at the corner of Haddon Rd & Heritage Dr. Putting a tall building in the middle of residential housing is not practical nor is it wanted. It would be a total eyesore.
- The Draft Building Scale Map is based on constructing larger buildings on the least amount of land. The concept of high density is unappealing and unsightly.
- Buildings up to 4 storeys in height should not be built along Elbow Drive which will materially impact the quality of living for RC-1 homes in Chinook Park, etc.:
- This increased density will greatly impact traffic/existing parking issues
- Incur changes to existing height, setbacks and lot coverage
- Material impact on quality of living
- Significant loss of sunlight, privacy, green space and mature trees
- Increased parking challenges
- Inadequate waste management
- Who is going to pay for the upgrade for water/waste management?
- Reduced property values for homes located adjacent to such increased density
- Loss of character associated with Chinook Park district
- Lack of respect for long-term RC-1 residents/taxpayers
 - The Hays Farm apartments, in the middle of Haysboro & Elbow Drive, should be scaled down to LOW to allow for a maximum of 6 storeys. The area is served only by 1 bus that does not go directly to Downtown, so people would rely on their cars and create congestion in the area. I support the mixed-use building, even office and commercial, but not the height.
 - The Low Modified is fine, however the "Limited" category should be refined to 2 stories or less for the interior of communities to retain the character of the community.
 - Make Hays Farm at least partially a park that would be right in the middle of the neighborhood since there isn't one now that isn't a school yard or the community play centre.
 - The draft shows the Hays Farms property as allowing up to a 12 storey building. An office tower or apartment building on this property would increase traffic on Elbow Drive, which is busy enough already. It would not be in keeping with the overall esthetics of the neighborhood. This type of development should be kept to the nodes or along Macleod trail where there is better traffic flow. We have a lovely community and putting over three storeys on this property would be unsightly. Small scale homes in keeping with the overall community would be more appropriate.
 - The structures on the current Hays Farm site (Elbow and 89th Ave SW) should not exceed 4 stories.
 - I do not agree with the plan of low modified buildings on the east and west side of Elbow Drive, south of 89th Ave to Anderson Road, other than the current structures that exist. No additional apartments blocks and commercial businesses are required for this area. The building of additional structures here would most certainly add to the traffic volume on Elbow Drive which barely handles the current traffic volume.
 - I was surprised to see the area between Glenmore and 70 Ave, right behind the Kildonan Cres with 12 and 6 story buildings. When that area went under

development several years ago, my understanding was that we all agreed that the height of the Bantrel building would be lower than proposed for a number of reasons, the neighborhood, parking, etc. with so much commercial space available in Calgary, I don't think we need higher buildings than we already have in this area. The neighboring zone also seems to have jumped up into the next category, from 4 to 6 stories, along with a shift from residential to commercial. Again, there is so much commercial space around us that is empty, but insufficient housing options. I would like to see that area be for residential housing options, and no higher than 4 stories, but ideally 3 since that is what we have nearby and around the corner. We just need more.

- The map directly north of 1100 Kildonan place should be reduced from six stories to three stories. This is too fast a transition and will have negative impacts. Thanks
- The scale should be lowered at the Mayfair Care centre located at Heritage Dr and 14th Street. A six-storey building would be a nightmare for the community. Parking around that block is already so busy, cars routinely park in front of the lowered sidewalk so it's very difficult to maneuver a stroller, and impossible to maneuver a wheelchair safely to access the crossing at 14th street to connect to the reservoir. This site is also kitty corner to the Churchill Park which is the heart of the neighbourhood. Having a huge building there would ruin the sunlight, character and most importantly the safety for children to be outside to play. A 12 storey building on the corner of Elbow Drive and Heritage is far too high. Please consider lowering to six storeys. Again there is a lot of foot traffic here for children to reach the junior high and charter schools in Haysboro. As well the surrounding homes would have a towering building as their new view - totally ruining the community vibe.
- Four storey buildings on Heritage Drive between 14th Street and Macleod Trail are not in the public interest. That corridor cannot accommodate increased traffic and any infrastructure upgrades will only hamper through traffic, thereby damaging local business in the commercial hubs at the intersections with Elbow Drive and Macleod Trail.
- I have a large monitor on my computer and I still couldn't make out the street names of the major streets. I couldn't tell where my residence was because I couldn't zoom in on the map. All I could see was some pretty colors with really really small letter.
- I don't agree with mixed use areas. Leave the heritage communities alone. Don't change something that isn't broken. I don't want any type of high(er) density housing in my area. I chose to live in Haysboro for its low density. I will be a vocal opponent to any development that that does not suit the LOW DENSITY format.
- As noted above, the land immediately bordering Kildonan PI is proposed for up to 6 stories. That scale would significantly dwarf the single family homes in the cul de sac. I believe retaining the existing zoning for that lot of a 3 story multi family dwelling would meet the intent of this plan while preventing a significant adverse impact to the homeowners on this street.
- Low-modified area along Elbow Drive (between Heritage and Glenmore) should be no more than 3 stories considering the houses on 7th Street are already lower than Elbow so having a 4 storey building built behind your home is going to affect your property value as well as what you see when you look out the window. The alleys will become high traffic and that is going to add more noise, cars and congestion etc. There is an empty school on 75th near MacLeod. If you need to build a multi unit or commercial, build it there, but please leave us some green

space. We are running out of that in this area. Instead of more building, can't you focus on green space and the environment? I don't see that anywhere in your plans. There are approx. 1500+ multi unit rentals available right now. You want to build more which will likely become rentals as they are rarely owner occupied. This brings with it, it's own set of challenges. Focus should be on MacLeod Trail which needs a lot of work.

- The "limited" areas should not include anything more dense than duplexes (I'd prefer no duplexes, why not instead allow secondary suites?), in order to keep the building footprints at a maximum of 45% of the lot space. Our older neighbourhood is beautiful, and that beauty would no doubt diminish significantly if more of the land was covered with buildings. Also, separate drives just off of main streets/community corridors (examples: Keewatin St. SW, or the drive where 1020 Heritage Drive SW is located) should be zoned the same as the interior neighbourhoods, as clearly they were designed to be residential, not commercial, areas, consistent with the interior community. I cannot speak with much insight into proposed zoning changes to communities other than Kelvin Grove and Chinook Park, so I will leave it to those from other neighbourhoods to provide feedback to the city on their thoughts on the proposed building scale map as it relates to their neighbourhoods.
- This map is misleading - it doesn't show that large changes would be made under the Heritage LAP as it is currently presented.
- Duplexes / townhouses / suites should not be allowed in communities where they are not currently present. To allow this would hugely change these communities. Why isn't this an area of input??
- I choose none as this process does not appear to consider any input from the community in making huge changes to what our daily life would be. My community has clearly articulated that it is not in favour of changes to allow duplexes, suites, townhouses etc but this has not been considered / reflected in any of the planning.
- Too much density proposed along Elbow, Fairmount and Acadia. I think 4 storey buildings make sense in some strategic areas, but this seems like a lazy approach to just have it along the full stretch. On key corners and such makes sense, but along the full routes would be awful. I would rather see density around green spaces than towering walls along these key corridors that get people around. These streets are already so terrible from a traffic / pedestrian perspective. Let them breath a little and prioritize the pedestrian experience on these 3 corridors (Elbow, Fairmount, Acadia) with 4 storeys only at key corners/intersections. Additional density backing on to the other side of Blackfoot, especially near the green spaces there is also a missed opportunity.
- As stated above . This should be re-classified as " Limited". Building of THREE storeys or less.
- There needs to be more low-modified scale along Southland. The low-modified along elbow and Fairmount, there needs to be a good, dense east-west connector for larger volume active users
- Small-scale homes with 3+ units are included in the "limited" areas, and the only limitation is 3 storeys or less. This will cause a significant strain on facilities and change the entire look of the community. For example, a 4-plex 3-storey building is allowed in the middle of a block of bungalows, it can house 4 families with 2+ cars each. Traffic, parking, and safety all become issues.
- This map is deceptive and doesn't flag that you are running through duplexes, suites etc. We chosen to live in a community without those and want it kept that way. Start listening to our community associations instead of dismissing them and

us. This process is a joke and the city should be ashamed of saying they are actually seeking and acting on community engagement.

- Again, it is partly right. Along Elbow Drive, at 75 Ave SW, the designation is for Low Buildings of 6 storeys or less. There is currently a strip mall located there. Behind the mall, a permit has been issued for the construction of housing for seniors. This is an excellent location for them. However, the project has come to a standstill. Did the investor withdraw from the project? Was financing an issue? Whatever the reason, it is now a very unsightly hole in the ground, surrounded with industrial fencing to keep people out. What an eyesore! Can you imagine looking out your front window, month after month, at this deserted project? Once a project is begun, it needs to be completed within a reasonable time to maintain the character of a community.
- Development along Macleod Trail, south of 75 Ave. has been very well done.
- yes and no - to get the big picture correct, it will need to be considered not just as an overlay of existing roads and infra, but a ground up redo in a number of places. Maybe not the most cost effective way, but none of this is cost effective - it's gotta be done right. Established communities are already being overlooked from the city standpoint due to lack of financial resources - to expect the private sector to forego profit in the transaction so the city gets better is hopeless; we need the city (so much of this is dependent on council will) to PLAN, not just permit and negotiate with the hopes the outcome is alright.
- Heritage drive simply does not need more traffic and empty business space. The traffic will bring more of both car and foot. You cannot ensure the safety of our park with this development in any way! There should not be any development taller than the current houses, whether it's living or commercial, preferably neither.
- Large scale buildings over 12 storeys do not belong in Acadia or Fairview. These are also valuable residential areas that will easily be overshadowed by tall buildings like this. I believe these communities also need to be considered for buildings below 4 storeys, with the exception of Fairview Industrial and Macleod Trail.
- Fairview is dominate by single story homes and the 4 story along Fairmount Drive would have big impacts to the character of the neighbourhood. The homes in Fairview are well-built and not many need to be replaced. Renovations to the interiors is common but complete tear down is not. Knowing this the single story homes will be the predominate in the neighbourhood for another 50 plus years. 4 story is not the appropriate scale along Fairmount Drive- max. 2 story homes should be applied to the collector in Fairview.
- You wrote you will do 12 floor buildings only on the big roads and nodes BUT you want to allow a bunch on them in the middle of Haysboro, at Hayboro farms?!?!?!?! That's why we can't trust you... You will be destroying the heritage of Haysboro, changing it drastically and bringing even more congestion etc, that by telling us something but doing something else! NO MORE THAN 4 FLOORS PLEASE! LIKE you PROMISED. That is should be only limited or low-modified.
- How come our councillor is not against this!!!
- A map showing the current zoning, your proposal, and then a map showing the effect of implementation. There is no futures map with this plan. I suggest we need a full environmental, social efeects assessment with any such drastic change in planning. This would show futures, which appear dubious.
- Hays Farm Apartments is shown as "Mid" which allows building up to 12 stories in height. This scale of building would be disruptive to the area and significantly increase traffic along Elbow Drive which is already problematic. Also, there are is a section of Elbow Drive between Heritage and Southland which is classified as "low-

modified" allowing buildings up to 4 stories. This would be problematic for our area and should be avoided. Elbow Drive should be classified as "Low" except for at major intersections (Nodes) which are already developed and mixed use.

- 10233 Elbow is shown as a Mid scale. A few years ago the property owners filed land use change to allow expanding the existing main bldg to 8 stories. There was much opposition due to the size and how it would impact homes IMMEDIATELY to the west. And by immediately I mean less than 15m from wall to wall in some cases. The Land Use change was reduced to 24m. To see this plan switch that property back to 12 stories is a slap in the face to the community residents who worked towards a livable compromise. It is noteworthy that this property is the only MID scale property that is not separated from private properties by a major road, or surrounded by LOW scale properties to provide a stepdown effect or a separation between small scale homes and a 12 story building. I will also note that for whatever reason this property does not have any easement from the property line to the building on the north side - the north (back) wall of the building goes right up to the alley.
- The south side of Colleen Ave SW and the West side of Churchill Drive should continue to belong with the rest of the neighbourhood in the neighbourhood local zone. Having a 6 story building right across the street from single family dwellings on a quiet side street is insane.
- The rest of the block where the Mayfair nursing home is should be limited to a height of up to four stories along with the rest of the Heritage drive zoning. It is too small and too close to the residential homes to permit anything higher.
- Acadia needs to stay residential
- 4-Storeys for Neighborhood Flex is inappropriate. 3-storey is more appropriate.
- Low-Modified should be up to 3-storeys only.
- A general comment; be cautious on the height & density of building in the cores of Heritage communities. I feel it is all in the; Heritage! the higher density throughout areas will destroy the feel, safety, desirability and family friendly nature of this area of the city.
- There is also a chance we may even reduce the climate change management in these areas if we remove drastically the green space and trees that single family homes offer versus the added hard top which occurs with multi-family development. Some times these ideas can be counter-intuitive but need to be considered.
- Also I wonder as we densify the core of Calgary is anyone chatting with the CBE, they appear to be operating to close core schools at an ever increasing rate and opening them in the far reaches of the city. If we had city core school then we can attract families into these areas and the density can be supported. Again Co-ordination will be key for success in the densification of the core of Calgary.
- Please review the CKE survey and take into consideration that a mixture of 'small-scale homes' are not welcome within the community. Plan to have higher density framing the roads of MacLeod Trail, Lower density along Heritage and Southland and only revamp the current condos, townhouses, etc along Elbow Drive but do not add to that.
- Do not open the community up to developers.
- This map should be modified to consider the size and value of homes. Tearing down homes extremely environmentally negative. Better to work with existing homes and renovate than create so much garbage and waste. Create a plan to encourage renovation vs. demolition where large existing homes with bigger lots are located. Much much more sustainable.

- Please keep the Hays Farm site limited to 4-5 stories. Allowing up to 12-story development is ill-advised and unsustainable given the current infrastructure and community environment.
- Too many multi family dwellings take away from the character of the community
- high density developments are not kept to the extreme perimeter of the neighborhoods. nothing more than 2 stories once past the perimeter. Hard to see the map on the browser? cannot make larger and resolution is poor
- Looks great!
- Fairmont Drive is not really low-modified. It is mainly single family homes.
- Higher density development should not be located adjacent to school playgrounds.
- As above I am concerned about too high density along Glenmore Trail near 14 where it is more fitting into nature and I don't believe anything over moderate should be built from Elbow Drive to 14 on Glenmore. Just is not a fit with the reservoir area
- Specifically, I would like to focus on the area called "Hays Farm", right off Elbow and 89th Avenue. The current density/affordability here is perfect. Mid here feels like a bit of a stretch, while the current low rise apartments may not be the most attractive they are accessible and support a wide range of people. A new development here would likely result in a soulless and heartless complex that would permanently displace the current residents. The focus for Mid developments should be concentrated around transportation nodes such as Macleod-Heritage, where a plethora of vacant land exists.
- I would like to see this land changed to Low.
- The scale of building is too big for 14th St and HERITAGE Drive. This will negatively impact residents, parking, and traffic into this neighborhood. There are already signs here to keep traffic down so people don't use it as a cut through. Adding this scale of building will undo all the work the neighborhood has done in this area.
- Unfortunately, it is not correct. The areas along Elbow Drive and Heritage Drive SW should not be higher than 3 stories and should be re-labeled as "Limited", unless it already exists as a 4 story structure.
- Additionally the corner of 14th Street and Heritage Drive should not be "low - up to 6 storeys". This would have an impact on the sun exposure of the current local residents and more specifically the park. This should be a significant consideration for winter when discussing potential of seasonal depression and casting larger shadows a 6 storey building to the south, not to mention privacy of the neighbours.
- Summary: Change Elbow and Heritage (and Fairmont) to be "Limited". At a minimum, change the corner of 14th and Heritage to be "low-modified" however ideally also remains as a "limited".
- Would be interested in the intent of the "low" classification in Eagle Ridge as well, as it does not fit with the "limited" community.
- There is not room for higher density in Chinook Park, Kelvin Grove and Eagle Ridge. These communities already face problems with access in and out, parking and traffic.
- I would say this work is mostly right. I'd suggest reconsideration for Heritage Drive between 14 St and Elbow Dr SW. I believe this area should not include larger scale development than limited scale.
- See above. My community should stay as single family homes.
- STOP TRYING TO RUIN WHERE I LIVE!!!
- the development corridors along MacLeod Trail seem reasonable, the new Kingsland Condos look great and the services that are offered along there are

plentiful and if I want them I will walk there but I do not NEED or WANT them next door.

- Please consider revising the extent of the Low-Modified to more fully and continuously cover the lengths of key corridors such as 75 Avenue SW, Acadia Drive SE, Haddon Road SW, Willow Park Drive SE, both sides of Heritage Drive S, and surrounding larger parks and school sites.
- Kelvin Grove and Chinook Park are not carrying any of the load and are escaping untouched yet again. Kingsland is targeted more than any other communities.
- I bought my house in Acadia for the sole primary reason to have a single detached house away from the busy inner city neighborhoods closer to the core. With 4 story buildings and mixed commercial spaces now green lighted right across my alley on Fairmount Dr from my residence on Aberdeen Rd I will only have more traffic down my alleyway (which is not paved by the way, and will be torn up routinely), more homeless people wandering the alleyways (which could bring increased potential for crime and suspicious activity), and overall increased density and traffic. Many owners who bought in the neighborhood of Acadia never bought with the hope of increased density... the city keeps pushing this "density dream" down our throats, although no one ever asked for it in the first place. I feel that despite looking at previous public engagement sessions the city has chosen to routinely ignore anyway that voices displeasure with density housing and 2 story plus housing.
- If the focus is to add density around the train stations why aren't you looking at the areas closest to the train for townhouses? No one is going to walk from Elbow drive down to the train at Heritage or Southland. They will just take the #3 train which is faster
- We don't need 26 story buildings across the street from single story home. In my experience travelling densification lowers the quality of life from what we have in single detached areas. There is lots of room for infills in pumphill..
- Where are the parking spots?
- My current single- storey area is included as an area for 4-story buildings suggesting we are part of a corridor. We are in a cul-de-sac with no through traffic. We are a very local neighbourhood, not for low modified 4 story buildings. Building type should be limited on Sierra Cres
- I don't get it. The first map seems accurate, but the 2nd seems to show parks and open space. City civic and recreation, private institutions and recreation all becoming "natural areas" makes no sense.
- add more spaces for taller denser buildings
- More green space, not less.
- Leave these areas alone. This is a huge waste of money. Is this what my 16% tax increase is going to, how about repair the [removed] roads.
- Maximum building height along south MacLeod Trail should be 12 storeys. Maximum building height along Elbow Drive, Fairmont Drive, Blackfoot Trail, Glenmore Trail, Heritage Drive, Southland Drive and Andersn Road should be 6 Storeys.
- Don't change Acadia Dr. or Fairmont Dr.
- Acadia Drive is busy as it is. Adding to this will create chaos on an already unsafe street. More needs to be done for traffic in areas of schools that are not designated as school zones- near RT [illegible]
- We have no interest in this development and we will not lose our homes. The crime in these communities are already going up, this will make it worse.

- Mostly right, but Elbow Dr should allow low modified along its length. Why not continue this designation between Heritage and 90th Ave? Haysboro needs more walking accessibility to a variety of shops, restaurants, pubs, etc. Slow Elbow down, allow it to meander, and allow mixed residential and commercial along its length between Glenmore and Anderson.
- Would like to see more high along Macleod approaching Glenmore + more highest off Glenmore E+ W of Macleod surrounding Chinook Mall
- Having low modified or even low buildings on the south side of Heritage makes more sense than having the taller buildings allowed on the north side of the road. Southland should also be updated to allow for taller, mixed use buildings along it, even though there's no lots directly on Southland. I also think more density & taller buildings could be allowed all along Elbow Drive through Haysboro especially near the community centre & jr. & high schools - maybe low modified or low all along? Please [illegible] allowing low or even mid height along Elbow between 94 Ave & 86 Ave and on Hoover Plac: there's an abundance of schools in this area, the community centre, transit, and some businesses it doesn't make sense to limit one side of Elbow to under 3 storeys with 12 storeys directly across the street.
- small scale buildings with three floors are not senior friendly as we have personally learned from experience. Suggest that a few main floor suits be created for people over 65 to be able to settle in a community until end of life. This allows for aging at home for a portion of population who could do so. A little more emphasis on senior friendly would be appreciated for future.
- Note that multi dwelling buildings require improved noise transmission standards to completely block sounds from travelling between units, especially base tones, and from outside traffic. We would like to see evidence that these proposed zoning changes are needed since we see Alberta contradicting into the future as petroleum is necessarily phased out due to climate destruction. There is no other industry viable.
- Even putting "low modified" structures on the north side of Heritage Drive shades existing homes and decreases privacy. Building on the South side of Heritage Drive would not have this same impact on shading homes. The new the new development near MacLeod trail and 75th Ave seems to work.
- As expected
- Should include mid, low, low modified along West side of Blackfoot Trail with additional access to Blackfoot. Don't need or want low modified along from Fairmont Drive. There are plenty of apartments/condos in the area.
- Again, I cannot comment yes or no. Change is going to happen and older communities will bear add this portion it amount of these changes.
- Kelvin Grove should be removed. We are simply not a community that was designed for this type of development.
- Good, except corner lots, that are way too narrow to have Kelvin Grove more than one story.
- Same comment as above. Why are we even discussing this when no one in the community supports this re-designation?
- I disagree with extensive "low-modified" in Haysboro and "mid" in Haysboro. You are being unfair to the bungalow owner who will be surrounded by 3 story 10m buildings built to the property line.
- Both yes and no, congestion in Haysboro and Kingsland are already becoming an issue. Suggestion could be for highest density along MacLeod trail near Anderson and Kenyon Meadows stations (LRT).
- Fairmont Drive and Acadia Drive should be limited.

- Fairmont Drive north of Heritage should be limited apartments in this area would be highly congested.
- The Blackfoot trail area near Southland drive-should not be greater than four stories-due to the [illegible] larger buildings may cause the natural wet [illegible]
- Absolutely not. There is no need to have any local modified development between 95th Ave SW and Southglen Drive SW. Keep this to limited zoning please. With so many single story homes in this area, zoning this particular stretch with four story buildings will protrude Many residents views of trees, etc. as well as will push the infrastructure off the alleys, elbow drive beyond their limits. Again, this area is sought after because of the thought full current zoning. Again, focus more at main thoroughfares.
- No, limit the limited to two-story or less.
- Limited-> Reduce to two-story or less.
- Heritage Dr and Elbow Drive cannot accommodate higher density buildings.
- Both the "Limited" and "Low Modified" areas on the map should not allow small scale homes, apartments, stock townhouses or mixed-use buildings. Nor should these be out in the "Active Centers (Nodes)". They belong outside our residential communities, in higher density areas for the reasons listed in topic 1 above.
- No see comment above the city needs to consider the impact of traffic when allowing increase residential then then density and parking. Six story buildings may impact other residences.
- Please change the scale of Southwood corner (SW of Elbow and Southland) to low. the neighbors to the West (Snowdon Cres) our wary for density of buildings to be upwards of 12 stories. There are many concerns regarding privacy and sun (which we know isn't considered an impact to the city) they fear would be detrimental to their quality of life.
- All homes in Acadia are single story with the exception of perhaps two units that were anomalies. The proposed two and three story units will tower over the existing yards with the result being that these entitled residents will take exception to any "out of sort" items in neighbors yards that does not appeal to their own "tastes" as has happened in other expensive communities. The proposed two and three story plus do not fit the local community architecture and green spaces.
- The vision for small scale 3+ unit homes and low modified buildings of four stories or less along the West side of elbow drive is unlikely to receive any significant support within the cke community, as evidenced by the information previously shared by the CKE Community Association because of the potential for them to change the fundamental nature of the community and the dynamic within the neighborhood. Higher density and taller buildings would be intrusive for neighbors behind them and introduce potential egress issues on Elbow and 14th St SW, With the potential for significant E-W traffic increases through school zones on 73rd and 75th Ave SW, for access to our from 14th street. whatever form of future development is on the West side of Elbow Dr, the experiences with Altadore and Marda Loop would indicate that they would most likely be premium priced units in any event.
- If structure are to fit the form of a community, then allowing six story development where a bungalow style strip mall, or two-story townhouses currently reside, is not meeting this mandate. This is a concern in the Willow Ridge community. Their proposed low development across the street from the Community Center, adjacent to RT alderman would break the flow of the landscape.
- Good news maybe that development could increase values so current residents can cell and move to lower density areas.

- Hays Farm is 4 storey or less - low, not mid? Even if rebuilt, unlikely to be more than six storey
- CKE residence do not want to be considered neighborhood local. Keep it as it is today! Also a 12 story building kitty corner from Woodman Junior High would cause safety issues for children walking to school. Max height should be 6 storey high.
- Please keep all zoning as is along Elbow drive except for at the nodes of Heritage and Southland. Do not rezone Hayes farm. It's not OK to do so because hundreds (HUNDREDS!) of people will lose their homes. Don't you dare do it. No one in the community that I've spoken to and it's about 20 residents of the surrounding area are OK with it. Keep it as its current zoning.
- All low to mid should be classified too high to support urban density and affordable housing in the city.
- Same comment as above. And as a resident just off of Acadia drive South of Southland drive, we don't want to see high density development on Acadia drive in that location. Redevelopment of the MF/commercial area in Willow park is viable and makes sense over time.
- We do not want you to RA2 a long term care home (Mayfair care 14th st and Heritage). Where are the residents going to go? They do not have great financial means. Three stories should be Max of anything above that would be imposing.
- 12 Storey buildings are not an appropriate designation for the corner of Elbow drive and Heritage Dr. Six story buildings should be the maximum. The Mayfair care center (14th St and heritage Dr) should be a maximum of three stories.
- You have already sold us down the river. Homes are slipping everywhere. But 50% are poor quality and you are forcing us into slums. Increased crime and high-risk communities. This plan will happen but it shouldn't. We still need the security of single-family dwellings. I've had the idea of making micro suites downtown using RV walls on kitchen floor plans with daylight lighting, sewer garburators, and zones of washrooms accessible by a service elevator. Seniors could live there and small families.
- Once again I do not agree with this blanket approach. My response is the same as that for topic two. four stories is too high unless it is by major intersection. Not midblock!!!
- 12 stories - midway between Heritage and Elbow drives (Hays Farm) it's very poor location. No direct access to McLeod. Will dramatically increase traffic and reduce safety getting to schools, walking and biking on Elbow Drive.
- Homes have increased in value, it is comfortable and very active community for raising families, and central for retirement. There is no need or want for 12 story buildings on Elbow drive in Haysboro which is already congested with traffic from MacLeod trail and 14th St. Enough already!
- Keep plazas at major intersections. Limit to six floors. Why create wind gust tunnels.
- same notes as above. Adding more population will create more strain on a relatively busy main fair traffic (especially if there's an accident or city roadway construction)
- Unable to judge maps since there is no existing reference provided. Color palettes used are impossible to discern. Look nice in arc view but do not provide easy comprehension of information. Terrible document.
- I am interested in much more green space, trees. I do not see any additional green space allotted along MacLeod trail, which has been an eyesore since it was developed. It needs a redo with wider sidewalks, sidewalks where there are none, pedestrian and bike safe lanes and especially trees. I am most concerned with the

Maple Ridge golf course being protected green space as it offers many recreational opportunities for the entire community and surrounding areas in the winter.

- Keep and maintain existing communities building scale to “limited” to control traffic, parking, crime, congestion, emergency service issues.
- Increase height at LRT stations (Anderson and Southland)
- Low modified should not be allowed to build four stories and a long lovely old residential homes. Parking would be an issue and how is that being solved. Near Ctrain transits is more acceptable. people who work may be happy to be close and walk to transit train and pick up things from shops close to there.
- the location along Elbow Drive at 89th Ave (SE corner) should not be for medium development (12 stories or less) we would like it to be for low (six or less) and continue to include its own park and recreation spaces as well as ample parking.
- Do not want a 26 story monstrosity view out my window.
- Yeah you got it right. Not sure why you ask us though... You are the ones who collect taxes. I am sure you are all well aware of the maps you have made/drawn up.
- Roads like Elbow drive and Fairmount drive should have larger shared paths than a separate bike lane.
- The commercial area of Southland and Elbow (South of Southland and West of Elbow drive) categorized as medium scale (12 stories or less) there were extensive consultations with the people who live in South word community and the overwhelming decision was to support development of low scale (six stories or less)
- Need less congestion.
- No, four stories is very high - too high.
- Don't need this kind of development in this area.
- Fine with industrial in industrial. You are going to build high-rise slums by Heritage and Southland transit stations?
- Potential list of growth along Fairmont could ruin our lovely communities. We are all a family and don't want to take are we the quality of life and safety in these residential areas. We bought two years ago here for this. Had we known that this was happening I would have considered another area.
- Again please respect the results of the CKE survey. A 6 story building Kitty corner to Churchill park on Churchill Dr will ruin the green space and the safety for children. Not to mention it will remove any light those homes on Churchill Dr and Colleen Ave currently enjoy in the afternoon. The maximum height should be three stories. Please remember this is directly across the street from Heritage Park. Calgary has so few heritage sites, let's not ruin another one with a towering building!
- Over three stories should be only at Heritage Dr and Southland Drive along Elbow because of quick access to transit. Having to take a bus to LRT greatly lengthens travel time and so many drive downtown to work are near downtown and walk.
- If I can trust your color codes the following do not agree to map 1: At Elbow and Heritage you have increased density to mid from low modified. You have increased the density for the Hayes farm property to mid from low. You have reduced the density along some of Elbow from low modified to limited. I don't like these changes. I prefer map one.
- neighborhood local is characterized by single family homes, not a wide range of housing types.
- Build using more fireproof materials like composites material and stop building homes so close to each other. Open farming and tree planting.

- Hays farm area is listed as mid (up to 12 stories). this should be low (six stories are less) if you look at the map this location is anomaly and would potentially be a big nuisance for a nearby residents.
 - Again, another question that doesn't actually address the primary issue. Each neighborhood has their own uniqueness and a blanket proposal does not address these.
 - Corner of Acadia and Willow park drive - change it to low modified as six stories is too high and will create too much traffic congestion. See above for backing out of driveway issues. Also the increased traffic will create a lot more noise at all times of day impacting our quality of life.
 - Repeat, get out of here
 - There are factors that are not being taken into consideration in the LAP - if a building on 75th Ave and Elbow drive is constructed to four stories that will increase traffic on 75th a street that has two schools along it and already enough local traffic
 - There is no need to allow 12 Storey buildings in areas that are currently commercial/industrial this will cause the land speculation as developers buy land and flip for density adding density along neighborhood connectors seems excessive there is significant density already being added in the community already people buy here to be away from that which is why the neighborhoods are so popular there is no shortage of housing in the city or land to build it
 - The development of low-modified ,low, mid, high and highest draft buildings should not be permitted in the CKE community. The current, limited (buildings of three storeys or less, small scale homes should be developed with the CKE neighborhoods
 - "1) New construction at 78th and MacLeod is way lower than shown. 6 storey not 26 storey. Suggest moving that density to Haden and heritage missed opportunity on density suggest use with min. density on that site Haddon and Heritage close to transit, minimal shadowing to North with commercial/civic uses and future low-modified across the street
- 2) Corner (SW) Macleod and Heritage should have higher HT then shown
- 3) Along heritage between elbow and McLeod suggest above from low modified to low given proximity to transit. Developers could still stick build and might minimally affect existing context (already four story buildings as context (2 extra storeys would fit with massing while promoting slightly more density)
- 4) add "low" on Haddon between Heritage and Grandin high school. Missed density opportunity already some apartments as precedent. Plan for more density! So close to transit and there are already lights at Heritage"
- See below
 - CKE has consistently been named most friendly neighborhood and then considered a diamond in the rough. It's time to discourage that. Will not change for the better. The meaning people have moved into this community is for the ability to know neighbors, play in the front and backyard, grow together. People come and stay for 30 years! The beautiful trees will be taken down, it all breaks my heart.
 - Same issue as above. Issues around Mayfair Nusing home should include traffic, parking, dust and garbage/garbage collection.
 - Our area looks to be designated Low-modified. I believe it should be Limited instead. Four storey structures would be so out of place and change the neighbourhood drastically, increasing parking issues.
 - Why is there no dark green on map? Parks/open spaces. Teal for civic and recreation light blue

- The Calgary currently defined as "Limited" should be split to include a "None" whereby some community would not have any "small scale homes". i.e. Eagle Ridge, Kelvin Grove, Chinook Park.
- Leave Acadia between Southland Dr and Fairmount as Limited
- "1.) There is a cluster of duplexes in the NE corner of the study area - should include new zoning for those properties to be redeveloped with greater density when they are at the end of their life cycle.
- 2.) See above. Mapleton Dr should be low modified for length of street, not just 700 block."
- "There is no information about the proposed infill LRT stn in Fairview, other than a footnote almost, on pg15.
- I would avoid putting apartment buildings next to schools and recreational facilities + parks because it creates excessive traffic and takes away from the enjoyment of both the rec facility as well as the peace of enjoyment of the apartment residents and the students."
- City Hall seems "blended" to the needs of their taxpayers
- "Will single family homes be taken out in favor of low modified development?
- -Will natural areas be reduced?
- (trees) must keep mature trees and plant more!"
- "The Neighbor connectors Elbow Drive, Fairmont Drive and Acadia Drive should be classified "Limited" not "Low Modified". Those streets are not suited for higher density housing and simply do not need more traffic as discussed above.
- I will guess that the battle has already been lost for the land surrounding the Anderson, Southland and Heritage LRT stations and that 12 to 26 story high rises are coming. I would expect to see developments like the one near MacLeod trail and 75th, on the west side of MacLeod trail, permitted for those sites. At least these developments will be near public transit hubs and they will have access to the public parks and them entities in the Heritage communities."
- Adding more living units along elbow drive will cause more traffic congestion, which is not wanted or needed.
- There should not be low buildings along Elbow Drive + Fairmount Drive but Limited
- Not welcome in Willow Park
- Don't change anything! Leave the neighborhood alone!
- I hope whomever was planning my future residents thought about the time frame and construction noise, and that they have the courtesy to keep us informed. I am a professional artist who works from home. What about the disruption of my income? I am committed to supplying paintings to these art galleries. Yard work keeps my 77 year old husband, healthy and happy.
- I think it allows for too much building space dedicated to 26 stories. Big towers are not my favorite feature to live in or besides. I recognize the need, but fewer or possible. And ideally with underground parking
- I would like to see more bike/walking path development and a skate board park/outdoor "gym" built on our Haysboro green areas.
- Try to get everything to 4 stories and up
- **HOW MUCH DID IT COST TO PRINT THESE BOOKLETS? PROPERTY TAXES SHOULD BE LOWERED AND NOT INCREASED!**
- Allow more commercial next to parks to increase use of parks as well its nice to sit by park in a café, pub, ice cream parlor, etc.
- I disagree with the new mid-size (12 storeys or less) buildings being planned for the old trailer park on Blackfoot - keep them to four stories or less.

- Same as above. Green spaces shown are wrong locations
- We don't want woke public art, we don't want woke change. We don't want it. We don't want it.
- Acadia drive should not be included for further development of four stories or less, townhouses or mixed-use buildings. Traffic congestion and shadowing or blocking of homes behind those Acadia drive. Same goes for Elbow drive, Fairmont for some reasons above
- Leave the community alone.
- Leave our residential areas as lovely low buildings with trees + parks. Heritage is special. Don't ruin it!
- See previous response. Very messy and unclear visuals as to what is actually proposed that is different from existing allowances and development. It feels like you are looking for consent to something vaguely presented, which makes us feel manipulated and fearful of your true intent. This does not feel like genuine consultation. BE SPECIFIC about what you are proposing, or maybe you are avoiding specifics for a reason?
- Willow Park does not consist of small scale homes in most areas. People live here for that reason. Small scale homes will ruin the vibe of the heritage community. Most people who live here are not in favor of these proposed changes
- Doesn't need more commercial Elbow Drive is busy enough with what is there
- I think there should be more allowance for taller buildings with more density in more places
- Southland train station mid (12 stories) instead of high -26 stories is a bit much/out of character c the homes in the area
- I realized the local area plan doesn't cover the design of newer homes although I feel it's blight on our city streets for city planners to allow the insulation of these tall, square, ugly, dehumanizing monoliths that have postage stamp yards and block all the sunlight from their neighbors smaller properties and look intimidating esp compared to a smaller neighbor property
- and map on page 12 shows this area 12 storeys or less, directly contradicting previous page. Residents voted against 6 storeys at southwood corner.
- Four story apartment buildings should not be on a residential street on lots beside a single two-story house. Towards the property, causes parking, garbage issues. Keep the density housing near major corridors, grocery stores, transit. Make it easier for residents to get their day-to-day life chores done. Take this four story option off collection routes. Live Fairmont and Acadia drive, unless there are already existing four story building
- I think so
- But there should/shall be direction to protect trees/tree canopy in private lots - building envelop should not impact existing - or potential-tree canopy. Designated trash planting area to develop future tree canopy
- Excuse my writing. I am not 6 years old, I'm just recovering from a hard injury
- Same deal. God bless you. Additional changes may include adding a little water park (hooked up to city water) for families in the heat, and skating rinks for the winter (complete with trailer for stake completion)
- Is this just a make work project?
- This plan shows an unnecessarily high amount of low modified, low, mid, high and highest levels of Urban Development. Again, focus development downtown and solve the problem of unused commercial space by converting it to living space. Revitalize the downtown by growing this area's population density. Office buildings

into schools, groceries, places of worship, whatever the people need in their midst: no need for cars either! NY style.

- Don't love the 4 story buildings along Acadia Drive. (North Southland)
- The higher traffic, community corridors are already well frequented. By creating more high density housing with commercial buildings combined, brings a vibrancy and refresh to those areas. It also attracts more quality businesses or more "hip" places. I know that sounds dumb. But I would love a deli, or more restaurants, or more bakeries in biking/walking distance. It promotes getting out and putting \$ into your community
- "Corner of 14th and heritage-limit to four stories
- heritage Dr West of Saint Andrews should be limited to three stories, same for Fairmont drive except at intersections and Acadia drive and near Eugene Coste.
- Elbow at heritage, no 12 story bldgs.-limit to 4 stories
- Reasons: aesthetics, traffic, poor access to Ctrains anyways safety of citizens"
- As I stated above traffic on Elbow Dr will not sustain low modified housing. Development on the Hayes farm area seems reasonable but better access to the units will need to be considered off of Elbow

Topic 3: Investment Opportunities

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

- Are community recreational facilities part of this scope? For example, replacing the Haysboro YMCA or the Fairview arena?
- The plan for this area is very broad but it contains a wide variety of neighborhoods that are unique with unique features. Some areas already having higher than average population densities with a good mix of land use. Some areas already have homes being replaced with more single family homes. Some areas already have growth and change occurring in a great way with lots of young families investing in homes in the neighborhoods and raising their families there. They are attracting these younger people for a reason.
- My concerns are if densification is done to this scale it would turn a great neighborhood into a poor one with parking issues, poorly built homes, poor infrastructure (Internet connection is already a challenge in older areas) and adding more users would be difficult.
- Where are the police and fire stations. I am very concerned about our safety with the growth. Crimes, murders, break-ins are growing. It will become unsafe to walk. Who is covering the cost of all of this. Taxpayers??? Infrastructure and upgrades are necessary but not at the scale you are trying to do. This is not the right time to make these huge changes. Inflation & cost of living is already high enough. One cant afford to live comfortably anymore. I as many other are concerned over the blanket density and the elimination of lovely single-family dwellings which would ruin the character in our neighbourhoods. We are family. We want our voices to be heard. That does not happen often when the city gets involved. They do what they want. Example, We are hoping the city will not allow Rogers to build their tower on Fairmont. It is too close to apartments and even a daycare. We need to be heard. Love the idea along the main corridors. stay away from the residential homes.
- The train lines can disconnect pedestrian and cycling routes, we need some better ways to get across the train lines, at Glenmore, within Fairview and I am sure

in other areas as well. Even being able to better access the Farmers market as a pedestrian would be wonderful.

- It sounds silly, but all cross lights should automatically assume there is a pedestrian there. So many time I try to cross heritage and don't hit the button in time. Ha

- Green spaces that are not just fields. We can do so much better!

- Traffic calming in the residential areas

- more parking, more green spaces, more art. More trees. better bike paths. turning light fairmont onto southland. Encourage urban farming. Bees, enrich the park spaces in Acadia.

- Would it be possible to make a similar Britannia Center along Macleod Tr? It's a very popular and fun spot to hangout. Calgary has too many big box developments with massive parking lots. Can we see more small business driven investment along there? A good spot would be where the Heritage LRT station is and the arena. Could we close two lanes on elbow and make them into bikes lanes? Less traffic on that street would be great. It would be nice to see greenery and flowers along Macleod Tr. Elbow could use some flower planters, even if the city provides them, we could fill them ourselves with wildflowers.

- The creation of bike lanes along the Neighbourhood Connectors is needed and should tie into a commuter lane to downtown.

- The public spaces such as golf courses should be kept as such and not sold to promote densification in these neighbourhoods.

- I would like their to be more consideration for wildlife. We live next to the glenmore reservoir so we have quite a bit. The city needs to think about making corridors so that it's safe so animals to cross roads. We have dead squirrels along elbow drive every single day because everyone now drives 70 kms an hour and there is no oversight from the police to ensure this changes. We need less density along Elbow, make the whole thing bike lanes. Whatever you need to do to get traffic reduced along this corridor. Plus biking this far out of downtown is scary with how fast drivers speed. We need periodic poles that go from one side of the street to the other with a wire across every few blocks, so squirrels can cross safely. I noticed they do this along heritage between elbow and macleod and I've never seen a dead squirrel on this road. This would save the city in 311 calls and animal control departments if we could create a safer environment for our wildlife.

- Please redo the LRT stations at heritage and southland. They badly need to be redone. Please add parks where there's available houses that need to be torn down like Vancouver has done. Such as the park beside 668 E 7th Ave. It's an old house lot been converted into a park. You can have community gardens in these. We don't have any parks in haysboro except for the school yards which isn't doable for a park. Please make more community focused neighbourhoods around macleod trail so more people can look at it as a desirable hub.

- No, nothing is required. We have already contributed over the years to see the CKE community hall become a reality which is a great addition for local residents. I would not change a thing!

- • The City should focus on increased density near major traffic routes, such as Midtown Station and Heritage/Southland LRT stations.

- • The City should also encourage developers to retrofit the empty buildings downtown for condos/apartments adjacent to existing infrastructure/transportation as opposed to materially changing RC-1 districts.

- • Multiple story buildings as well as mid to high density would also be better suited located near R-2/ Industrial/Retail locations, such as Blackfoot Trail, Fairview Industrial Park, etc.
- • The developers grossly overbuilt the office buildings downtown – why repeat this mistake?
- • RC-1 homeowners should not have the character of the communities destroyed to compensate for fewer property taxes being paid in the downtown core.
- • Increased density/affordable housing currently exists in Chinook Park, Kelvin Grove, etc.
- I would like to see the city invest in safe spaces for seniors and children to congregate and play. To have easy access to small stores. To have more public greenery such as city-maintained trees or shrubs. I support incentivizing the inclusion of affordable and accessible housing in the development. To explore the feasibility of renewable energy generation and water management systems. To have public art that tells the history of the neighbourhood and includes the indigenous perspective.
- Not all of these ideas are bad. You will probably do this not along the lines of a cost-benefit analysis but instead along some ideological lines. This wont come at the request of the public or what's actually best for the people in the area. It will be done to score points on an imaginary score card that only the professional managerial class cares about.
- - Believe there should be a limit on apartment height, of no more than 3 storeys, for buildings beside/across a laneway from current single family residences (such as the houses backing onto Mayfair Care Home).
- - If Mayfair Care Center is to be considered a higher density area (3+ story developments), then the same land usage should exist for the residents on the same block (sharing the laneway with the home).
- - For example, homes on this block should be designated as Neighbourhood connector rather than neighbourhood local. Allows for density buildings to be concentrated.
- Housing typues should be more planned out (i.e. having areas designated for row houses specifcally rather than across all neighbourhoods).
- - This would help preserve the asthetics and feel of the community rather than having buildings that do not belong together beside each other.
- Create a safe and comfortable east-west greenway between the reservoir and the river along 89 Avenue SW, Hull/86 Avenue SE, across Blackfoot and Deerfoot Trails to Sue Higgins park.
-
- Create pedestrian crossings and pathway access from Fairview and Acadia at the Blackfoot Trail and 71 and 85 Avenue SE intersections.
- Create off-street pathways along Fairmount Drive SE and Acadia Drive SE, linking Fairview to Fish Creek Park.
- Convert Elbow Drive SE to three lanes (1 travel lane per direction with a centre turn lane) and stripe the edges for cycling. Design this for future curb relocation to protect those bike lanes.
- Redesign the Flint/Fairmount intersection so that the default north-south through movement is on Flint, with Fairmount becoming the leg of the T, so that through traffic skirts residential areas instead of going through the middle. Provide sidewalks/pathway along Flint.
- Ped bridge across 14 Street at 96 Avenue SW.
- Support new LRT station & ped crossing at Fisher Park.

- Easily accessible benches and pathways for all ages to bike, walk and explore keeping everyone active and mobile while being able to take rests when needed for the aging residents. Cool coffee shops, hairdressers, dentists and vets within walking distance keeps residents able to live in their homes without having to drive and the stress that sometimes appointments can cause for the elderly. Coffee shops and cool stores keep young people engaged in their communities. All while being mindful of children who attend school across the street such as the Corner of Acadia and Willowpark Dr SE
- Investment priorities in the Heritage Communities should include a renewed focus to complete corner curb access for people of limited means. In the Willowridge communities there seems to be little to no reasonability to which corner curbs have been completed and which ones have not. In many cases, one corner curb has been sloped for chair access but the adjacent curb has not thus leaving a person of limited mobility the only option but to continue along street and look for a sloped alley access. Also in the Willowridge area, an investment should be to improving the community cut-throughs with better identification and solar LED lighting. A community cut-through is a small passage between two houses that allow individuals to cut-through from a main front street to park or to cut-through in the middle of a block to an alley so one does not have to walk all the way around. These cut-throughs, when known by community members, allow for quicker walking access to transit and neighbours.
- With the removal of all front parking access along Elbow Drive, the alley gate at 69th between Elbow and 7th Street SW should be moved south to the near 71st Avenue SW, thus breaking up the 600 metre length of the alley to about 400 metres and 200 metres.
- I'm not sure why we would want to drastically change the Heritage communities??? We can make improvements, but by changing these communities we make them the same as every other cookie cutter community in the city. A variety of distinct communities is better than trying to make all the communities the same. We can invest in greenspace, and improved access to commercial structures, along with more streamlined, bike and walking systems. If we want to promote transit use, transit centers should be inviting. (Eg, Waterfront station in Vancouver). We could explore developing greenspaces, that use plants more adapted to our environment and resistant to the dry weather we often have.
- outdoor theatre/performance spaces, including shelter, create vibrant year round area for busking, outdoor exercise machine circuit, farmers market area, shelters for picnics, fire pits. Murals
- There should be a limit of no more than 3 story buildings beside/across a laneway from current single family residences (such as the houses backing onto Mayfair Care Home). If Mayfair Care Center is to be considered a higher density area (3+ story developments) then the same opportunity should exist for the residents on the same block (sharing the laneway with the home). For example, these homes should be designated as Neighbourhood connector rather than neighbourhood local (same business opportunity for residents as for the care home business). Types of housing should be more planned out (i.e. areas designated for row houses specifically rather than all types of 3+ units allowed across entire neighbourhood areas). This helps preserve the aesthetics and feel of the community rather than having buildings that do not belong together beside each other. Also, the majority of densification should stay on Connector streets (Elbow Dr, Heritage Dr) including 3 + unit residences

- For Elbow Drive; to help mitigate the impact of added traffic to the long uninterrupted alleys; limited short term parking shall be provided via curb extensions (bulb-outs) where the current boulevards exist thus maintaining the same number of vehicle lanes. These should be more of an indentation into the current boulevards which in most cases should remain green with trees broken up by indentations for parking and bus stops.
- Agree with “enhance open space”. McLeod trail is an eyesore - you can build all the housing you want but no one will want to live there. It looks post-apocalyptic. More green, less concrete. Support naturalization as much as possible to encourage pedestrian and cyclist use . It’s hazardous to try and walk along McLeod, and depressing. Also yes to access to bike trails and the bow river parkway. I live so close but I have to drive and park to use it? Insane.
- No to public art.
- Improve pedestrian crossings at key intersections.
- Consider efforts to expand the urban forest in residential areas.
- Do not change zoning in Willow Park/Maple Ridge area, Do not develop on existing green spaces along Acadia Drive. Include more trees. Remove and replace troublesome poplars.
- I would like to see the Strip Malls in the area improved with a cleaner, fresher, modern look that would appeal the new businesses & patrons alike.
- More benches more garbage bins more recycling bins
- The very reasons people seek to live in Heritage Communities is because they have single family houses (one and two storeys), large lots to use for gardens, play areas for children and pets, distance between neighbours, privacy, ample sunlight, fire safety distance between lots and enough parking. Lot sizes also allow for natural settings for trees, scrubs, lawns and provide space for outdoor living.
- What we don’t need are high walls with multiple levels, over crowding, no privacy and little sunlight.
- • The City should focus on increased density near major traffic routes, such as Midtown Station and Heritage/Southland LRT stations.
- • The City should also encourage developers to retrofit the empty buildings downtown for condos/apartments adjacent to existing infrastructure/transportation as opposed to materially changing RC-1 districts.
- • Multiple story buildings as well as mid to high density would also be better suited located near R-2/ Industrial/Retail locations, such as Blackfoot Trail, Fairview Industrial Park, etc.
- • The developers grossly overbuilt the office buildings downtown – why repeat this mistake?
- • RC-1 homeowners should not have the character of the communities destroyed to compensate for fewer property taxes being paid in the downtown core.
- • Increased density/affordable housing currently exists in Chinook Park, Kelvin Grove, etc.
- These are all great ideas! Providing spaces & pathways to walk and cycle with "rest areas" that showcase the communities would be fantastic.
- No additional ideas but I think the idea of making Macleod Trail more appealing to pedestrians is at best wishful thinking.
- I support all the ideas listed with particular focus on affordable housing, expanding the tree canopy and green space, and expansion of the pedestrian and biking infrastructure. All investments must promote climate mitigation and adaptation.

- Increase green space - dog park and general community green get together areas.
- Add a bike lane down Elbow Drive
- I do agree with the plan to upgrade the areas along MacLeod Trail. Currently the Heritage Communities already have Parks, Bike Paths and Retail, as well as Community Centres to promote neighborhood activities. Therefore, the city should be giving community associations money for future upgrades as needed.
- Any development around LRT stations has to include improved security. I find the current state of LRT stations along the Heritage Communities corridor to be extremely unsafe and until the problem is rectified, the city's focus should be getting the problem of drugs, homeless etc cleaned up around these Stations before worrying about what type of housing is going to be built in the communities years from now. If this problem is not attended to now, people won't want to even live in these communities in the future.
 - More parks
 - Being able to walk and ride bikes through the neighborhoods would be wonderful. Being able access parks, schools, pools, shops, restaurants would also be fantastic. I like the ideas listed above, and would love to see more electric charging stations in more places, electric public transport, etc.
 - Bring back the community centre in Fairview. A nice area to have a place to gather. An outdoor skating rink in winter and space to play sports on concrete, like basketball would be a good use of skating rinks in the summer. Right now we have none.
 - Pedestrian use of Macleod Trail needs sidewalks on both sides, some sort of barrier between the sidewalk and road. Otherwise walking along Macleod Trail is just scary.
 - Improvements to public spaces in transit stations is a great idea but there are many issues that need work. The stations are a place where homeless people hang out. Also, most stations do not feel safe and there are people doing drugs around these stations. There is much to clean up. We need to find better places for homeless people and safe injection sites are a needed thing in Calgary.
 - Also there are no bike racks and/or bike lockers anywhere that one might choose to ride a bike to. i.e coffee shops, stores (other than big box stores) or restaurants.
 - no
 - I think the focus for the LAP should start with what you have laid out here - everything on this page sounds amazing! Revitalizing McLeod Trail - a big YES! There is so much opportunity to make this a place for thousands of people to live, work and play. I think for the Heritage communities, focusing on this first BEFORE making all the changes in the residential neighborhoods is key. Developers can go crazy with redefining this street, adding massive condos, townhouses, and commercial buildings to allow many to move into our community at a more affordable price, and have the ability to connect with the transit systems already in place.
 - Most of the biking and cycling paths for commuting purposes are broken. Pathways around the reservoir and area are great, but are really recreationally-focused. I try to commute by bicycle anywhere within 10km of my home, and it's really challenging in some areas. Particularly - Anderson station (bike hostile - lots of random fences / curbs), connecting from Southland to Sue Higgins (decent infrastructure in theory, but so many unmaintained / crumbling curbs, etc.), 14th Street where it connects with Southland (no pathways to navigate this intersection, have to go through neighbourhoods, also annoying to walk / cross this intersection), McLeod Trail - don't think I need to explain, and Elbow Drive (no pathway options

this far south like there are up by Elbow River, drivers very aggressive if you ride on the road). Would love to see improvements in cycling infrastructure for commuting, not just recreation!

- Focus on designating unused areas of land for higher scale buildings. I believe development along Macleod trail makes a lot of sense and efforts should be focused there.
- There is so much redevelopment potential along Macleod Trail. Opening up aggressive redevelopment opportunities inside neighbourhoods will divert investment from transit-oriented development around LRT stations, rebuilding empty or chronically underbuilt/underused lots, completing unfinished developments (like the London Towers), etc. Keep the focus on Macleod Trail and avoid fighting with residents in the established neighbourhoods. The local area plan as currently conceived is not in the public interest. The proposed scale and form for the redevelopment of the Mayfair Nursing Home in Chinook Park, as an example, is completely unacceptable and out of touch with the needs of residents in the Heritage Communities. No other location in the Heritage Communities has this type of completely out-of-context redevelopment proposed.
- how much is all this pie in the sky fantasy going to cost the taxpayers. If city council has its way, I'll be taxed out of my house within the next 10 years. Good Grief...get a life and focus on lowering my taxes and using tax dollars more efficiently.
- As noted previously, in the plan please ensure that there is a gradual transition between commercial, multi family and single family dwellings as you move into the established neighbourhoods.
- The Heritage Communities are unique for a reason. There is history and charm to these areas as well as beauty and a sense of peace. The investment priorities look good on paper, but with all the proposed building and development, I hope that someone will be responsible and accountable to ensure each priority is given equal opportunity to move forward as they are all very important.
- I oppose all of the above until my communities input on the Heritage LPA is considered.
- This map is misleading - it doesn't show that large changes would be made under the Heritage LAP as it is currently presented.
- Duplexes / townhouses / suites should not be allowed in communities where they are not currently present. To allow this would hugely change these communities. Why isn't this an area of input??
- I choose none as this process does not appear to consider any input from the community in making huge changes to what our daily life would be. My community has clearly articulated that it is not in favour of changes to allow duplexes, suites, townhouses etc but this has not been considered / reflected in any of the planning.
- Public art. It seems like only downtown gets awesome public art, can the burbs get some too??? Please!
- ELBOW DRIVE!!!! It's the number one route for cyclists, skateboarders, skooters and pedestrians to get from the south to downtown. It also connects many schools and commercial areas along it and areas like Britannia, so many people use Elbow to get around. Having a dedicated bike lane would be amazing and a better priority than Macleod...leave that for the cars. Fairmount / Bonaventure could also use some love from a bikelane / more pedestrian friendly perspective.
- It would be great to add some colour and life to the LRT stations, they are not welcoming, especially Anderson Train Station which is a giant grey concrete building.

A HUGE mural on the side would be great and some other amenities to encourage people to think of these as friendly and welcoming places to be.

- Mainly hoping that pedestrian and cycling access will be a top priority. Liking the plan overall!
- People find value in the community setting and they choose to live where they fit for many reasons. It can not be that people are driven from places they have settled by the singular agenda of a developer's desire to make money
- I don't want to see a change in our zoning (from single family dwelling to multiple/transitional dwellings). Willow Park is a great community and the city needs to also respect this and keep the Heritage Communities as they are. Build all the affordable, transitional, multiple family houses in a new community. A new community that is dedicated to specific housing requirements is a better solution than transitioning an existing community. Why is there no consideration for existing lifestyles. I live in a single family dwelling on Winterbourne Crescent. We all so, so why does City Hall think that the existing WP Residents would want a duplex, small apt complex, etc. right in "our back yard"??? Why don't you spend taxpayer money building a new area instead of transitioning an existing area?? Along with many of my neighbors, I am not in favor of this proposal at all.
- Adult playgrounds or obstacle courses in existing green spaces
- Small homes for people with dementia
- Bring community programs to residents rather than programs being centrally located
- More public shuttle transit in neighbourhoods
- Improve safety by combatting crimes of opportunity, car prowling, illicit activity
- Stop spending money on this planning program until it starts listening and acting on the feedback it's getting from the majority of my neighbors and me. We don't want you to change CKE, we love our community and spent significant time looking for a place like this. Your proposals will negatively impact my daughter's future living here, our quality of life and also my family financially by devaluing our home. Start listening
- Core values should be at the heart of LAP development to enhance all communities. The City will bear some of the cost of the future changes. Rather than creating public art structures, spend those dollars on creating some beauty at our LRT stations. Schools in the area are shuttered because of dwindling enrolment and "old age". Kingsland School occupies a large tract of land which could be more purposefully used. The more diverse our housing options are, the more diverse our communities will be, creating more of a small town feeling. If the urban forest is expanded, choose trees wisely; avoid those with allergy causing pollens; avoid fruit bearing trees which attract larger wildlife. Xeriscape is a viable landscaping alternative, but it must be maintained. Safety is so important. Old Strathcona, in Edmonton, has introduced novel traffic calming measures. The LAP, CBE, CCSB and Roads & Traffic need to work collaboratively.
- the roadscape of the communities adjacent to Macleod need to be changed BEFORE Macleod changes - communities are already abused as highspeed thoroughfares, due to the 'collector' - should Macleod change first, this will only continue to exacerbate the problem of safety and (as least as important) livability that currently exists in Heritage communities
- I think safety should be priority. We recently moved from Marda loop into Chinook Park. One might say that Marda Loop offers everything, shopping, affordable living, access etc. I can honestly say my experience living there, however attractive it was at the time, absolutely was a terrible idea while having small

children. The roads are packed with cars, people drive way, way to fast down all the roads and the parks were filled with "undesirables" such that you could not let your kids go outside unaccompanied. I understand that the area offered every type of housing and price point imaginable, but it was a completely scary and unsafe place to raise kids. There was absolutely no community spirit, neighbors didn't talk to each other and kids couldn't even play in their yards due to all the "migrant" traffic that goes through the area! Please don't do that to Chinook Park, let their still be safe places for families with children. Not every neighborhood needs shops and affordable housing.

- To me a huge investment (or redirection) priority is to increase family green recreational space in Willow Park. We have elitist golf courses that should be open to families (including the city one) to enjoy, rather than have to book and pay for a green area that should be accessible to all neighbors. We do not have access to huge amounts of green areas for walking and recreation (other than the dog path that is quite short). Also many parks in Willow Park are abandoned, they need to be restored. Some are rusty and falling apart. This is a liability and risk to our young families.
- Build more children's play areas.
- Provide bus route inside communities.
- So excited to see that "Improve Connectivity Between Communities" is an investment priority. There are many gaps, like the east/west cycling connections, or cycling connections in general. I would love to see cycling opportunities along Southland Drive and Elbow Drive especially. I find that connections to the reservoir are also lacking, with the sidewalk along the dog park parallel to 14 Street being a busy route that doesn't accommodate the mix of pedestrians, cyclists, and off leash dogs well.
- Continue the pedestrian over pass from the Heritage LRT over MacLeod Trail SE. This is an extremely dangerous place to cross.
- Bring in urban planning that supports young families and attracts them to these neighborhoods. Increase outdoor spaces that include paved walkways and bike lanes, update VERY outdated playgrounds with unique, natural, and inclusive structures, consider other outdoor options (water park?).
- I would like to see community growth that focuses on walk-ability and affordability. We have a great area that is close to transit which is already incredibly valuable, and would be for more low income people (especially as rent prices soar in Calgary). I do not want our area to be taken over by large corporations or gentrified and push out our neighbours, who I already know are struggling with the prices in our city rising. I am also a low income community member and could not afford to be pushed out of this area.
- Support for local area community associations and their programs.
- invest in more public access to park amenities in Fairview ie splash pads, skate parks, new playgrounds, basketball court ect.
- Stick with basics, spend less on art. spend less on "resiliency" - STOP RAISING PROPERTY TAXES TO PAY FOR YOUR PET PROJECTS!
- Let the area stay the way it is regarding density and traffic. There is already a good balance with affordable housing. It is already congested. Don't make it worse.
- Make the C-train stations safe for us to use.
- Our mayor, planning committees, councillor should care about residents living here, not residents she thinks should come here.
- Building protected bike lanes

- I agree with the priorities laid out in the above plan. Thank you for going above and beyond engaging the communities and creating a foundation upon which to grow and develop these communities for the future.
- Get rid of the necessity to take two buses to get downtown if you live south of heritage by bring back the old elbow drive bus route.
- Yes of course. But first you must model the affects of your proposed densification of the area. I see no such simulations and the effect of a significant increase of population remains unknown. Have you heard of simulation modeling? No change in zoning until all proposals evaluated with modeling tools and subject to full environmental/social effects.
- Looking at the maps for Southwood / Haysboro I am really struck by how our green spaces consist of one of 2 things - a school yard, or an abandoned verge (edge of 14th or edge of LRT). This is why maintaining the green aspect of our neighbourhoods is so important - when new giant 'small scale homes' come in and remove all the trees to build we lose a significant part of our community environment and do not have public greens that can replace that.
- Priority 1 - remove maze gates and repair catwalks to allow for / encourage active transport within the communities.
- Priority 2 - redevelop Elbow Drive to make it a community neighbourhood street that is safe for people outside of cars to use to get places.
- Priority 3 - reinvigorate the community centers to give people places to gather.
- Looks good. Looking forward to ongoing refinement and action. Thank you.
- Top 3 of the core values should be Improve Connectivity Between Communities, Foster Vibrant Transit Station Areas, Build on the Uniqueness of the Heritage Communities.
- In regards to the bike commute, I am interested in biking from downtown during spring/summer/fall. I do not want to bike on major roads and endanger myself one bit though. The current route is a little roundabout if you use the paths or the bike routes but you hit a big issue when elbow drive ends. There is no designated bike lanes for about 10 blocks until you hit 17th ave. It's a small stretch but it is a bit of a game breaker.
- Adding another unsafe ctrain or transit terminal wont help the local residents. Bike paths would be great but not if they take away from car traffic. These streets are already packed with cars- do not take any space from them for bikes. Willow park and other older neighborhoods already have great trees/ forests. Will cutting them down for more empty businesses really help anyone? If you arent willing to put this building in Mount Royal why here now?
- Our community is ideal in its current state. We are not looking for change.
- Macleod Tr needs to be made more walkable for the communities that border it. Wider sidewalks, parking for people to travel to the shopping from elsewhere in Calgary. (similar to Kensington, 4th St SW, 17th Ave SW) A more diverse type of shopping, not all restaurants or big box.
- I support higher-density, mixed-use development adjacent to LRT stations-- the former YMCA next to Heritage LRT, for example.
- - Acadia has no outdoor ice rink: renewable energy powered smart outdoor ice rink (can withstand moderate winters, ground source heat pumps?). location sugg: Arlington park beside 6st. These outdoor facilities could host outdoor city leagues that have minimal enrollment fees giving access to sports for lower income families. streaming media and tech could provide ad rev. new rink concept like 3v3/half rinks where space ltd

- - old parks need modernization, joining cycle paths and walkways. Dont remove any existing playground structures. despite their age have value
- - Need permeant photo radar (industrial designed to have aesthetics and blend into surroundings) on ashworth rd. A lot of cars short cut and when ashworth connects to arlington there is a school zone creating risk of incidents
- - Fire pit/bbq rentals
- - run track put into Bonaventure park with outdoor gym
- - pave alleys sand incentives for garage suits (rentals)
- - mod utility lines for better internet access
- - spray park
- I oppose permitting buildings up to 12 stories on the Hays Farms site. I oppose any commercial use on that site. My home is adjacent (west) to Hays Farms and even the existing height of the apartment blocks there are a privacy concern.
- Invest some money prior to redevelopment. Get cycling and pedestrian connections to the transit stations right now. Walking to Heritage and Southland station is awful (from the east especially) and cycling facilities are non-existent. Give some station area land to non profit housing providers for affordable housing and if possible re-zone before doing so to give them more certainty and to have housing built faster.
- So having lived and bike commuted all over the city I have a pretty good idea of bike access to downtown. There is pretty much nothing on the east side of Macleod for bike friendly access. I live in Fairview, and I imagine Acadia & Willow Park feel the same way... but we need some bike/pedestrian friendly access on fairmount drive going under Glenmore Trail, and also some going through the industrial corridor in Manchester. It is very obvious these businesses should only be accessed by car, but more people are bike commuting and need to get to these businesses as well!
- Remember that not all communities feel the need to be 'connected'. Our communities are in many ways thought of as our refuge from the 'big city' - particularly in many older communities. Allow communities themselves to determine what is important for 'public art' and 'streetscape' elements for OUR communities. I have see too many instances of city derived art installations that have been a waste of resources - people, money and brain power. Pre-defined bike paths may make sense to some, but for me it eliminates the key element of being a kid - finding your own way and exploring all parts of your community. The more we try and 'protect' and 'control' our children the more we're merely creating a demographic that has no ability to think for themselves. That is definitely NOT building a resilient community.
- I found this harder to understand and really be clear what the priorities are. I am for safe apexes to bike but not putting bike lanes on streets like elbow or heritage or southland which are major traffic arteries
- Just ask that you please make our areas more pedestrian and bike safe. We are transitioning neighborhoods to younger families and we need this. My young son rides his bike down Willow Park Dr and has no bike lane and some of the curbs aren't even cut. It's not safe. Bonaventure is so scary, young families walking to all the shops and public library with no safe distance or barrier between them and the bush road.
- The hypocrisy of this document claiming to improve the uniqueness of heritage communities by making them more gentrified is infuriating. All this plan is doing is taking away the very core of what makes these neighbourhoods unique. You're plan will ruin the character and charm that made the residents want to live here. Mayfair and Bel-aire were given exemption from this and so should CKE.

- The potential for neighbourhood flex areas close to the LRT stations are great ideas. Things such as markets to encourage people to pick up small items for dinners on their way home would encourage transit. Making transit more affordable for the inner city and make the surrounding areas pay as they have others coming in from cities that do not contribute to our taxes.
- Continue to invest in inner city road infrastructure, do not remove for bike lanes. With increased density the roads will be busier. Like other large cities, encourage a high occupancy vehicle lane, rather than a dedicated bus lane.
- Keep the schools up to date and functioning as areas cycle with the community; it will cycle back again.
- With the aging baby boomer population, bungalows will become increasingly popular as they look to downsize into spaces that make more sense.
- Keep the green areas and the mature trees.
- Keep those who need support close to facilities that can provide it.
- There is no need for change in Chinook Park, Kelvin Grove and Eagle Ridge. We are happy with our current neighbourhoods. Please leave us alone.
- Built children play area surrounding Woodman school, build parks and walk ways in Haysboro Community.
- thank you
- I do not want an additional LRT in Fairview or a connector from our community to Macleod Trail.
- There is no need for it and would encourage more transient people in our neighborhood.
- I am opposed to the investment priorities identified. Our community is single family homes. This is why we moved here 10 years ago. We wanted a quiet street on which to raise our family. I like that our streets are quiet, not congested, that we know our neighbours, have a sense of community and have space. I'm sure this can be said for others who may have moved into their neighborhood for similar reasons. You move to a place for what it offers. This plan could change my entire community and I am opposed.
- Ban AirBnb from being operated in these areas via bylaw and have strict rules in place to penalize bylaw infractions.
- These short term rental properties encourage higher turn over of tenants than traditional rental properties. It also invites individuals to not respect existing noise bylaws and public safety measures.
- Accessibility - not all intersections and streets are cross-able on a wheelchair.
- Better pedestrian sidewalks - currently they randomly end and randomly start on one side of the street or the other. It's currently car friendly more than pedestrian or wheelchair.
- More trees and native flowers would be great.
- Any and all investments that make it easier to cross Macleod Trail safely should be high priority. That road is a huge barrier. I would love to see large, comfortable, accessible pedestrian/bike crossings that are separate from car traffic. It is very unnerving getting across Macleod on a bike, especially in winter, and the connections into communities on either side are poor. I have a friend who is fairly new to the city and bikes to work in Acadia from Bankview. She finds it hard to navigate her way there, and has had several close calls with cars trying to cross Macleod. The Heritage Drive area is one to take a close look at.
- sounds good
- **ONLY ALLOW SINGLE DWELLINGS!!!!!!** People are investing in these communities and businesses want to be near them. It is not all about increasing city

halls tax base because its about community and the volunteers and the families that live here!! Think about those prior to thinking about the money this will generate. As that is the spin on everything you have put up above.

- live-work and mixed use along major corridors would work well in this area. Lower main street speed limits and a more walkable frontage in those corridors would also be effective and give it a more connected feel.
- Why do we continue to waste tax payers money on public art and other streetscape elements?
- Also leave Macleod trail alone, It is required for people to get down to south calgary as 14th street ends at Canyon meadows (Really Anderson). No one walks down Macleod anyways.
- Mailed In
- For the most part leave us alone, go play god somewhere else. I picked my home and worked to create my choice of lifestyle, like my neighbors. Now you want to come and chang/ruin all that. Why aren't you working on crime and pot xxx and cleaning up the LRT? Work on the real problems instead of making new ones!
- Leave them alon! Put the high density on outskirts in new deveopmens. I hate what has happenedin communities like killarney. It used to be a nice safe neighborhood and now you have ruined parking, brought in crime and made it unpleasant. You are planning the same for the rest of us. Stop!!
- Centre small business growth and services along main traffic corridors not embedded in the residential section of the community
- I wish you would stop the pretendinf! None of this will be taken into account- The plan is already in place!
- Stop letting private profit-driven renterprise determine what goes where. More density does not mean more affordable. Letting developer put in a bunch of fancy overpriced in-fills doesn't help anyone
- transit, free transit
- we need more homes for the the orking poor. And not just clost size ones which cause poor metal health.
- No comment
- Nope.
- Is this all you concerned about is tax revenue. This whole project is [removed]. City of Calgary is becoming a [removed] because of stupid planners that think they know what is best when they don't
- Priority need to be given to revitalizing the train station, particularly Heritage. Currently it's verging on unsafe, attracting drug and alcohol use and functioning as a makeshift homeless shelter. These problems need to b addressed before any meaningful improvements can be made in the community.
- Eradicate coyotes from Heritage Park, South Glenmore Park and North Glenmore Park.
- Improve bike connections to downtown. Currently down 5 Street SW, which the city keeps adding shop signd + traffic lights do slowing it down and isn't powed in the winter. Why can't you plow it in the winter? There is no plowed route downtown in the winter.
- Replacing the many decrepit sound barrier walls in the Heritage communities.
- I currently work in WPV and require store front access + parking. After investing in the community & my usniness will WPV be demolished? What is the timeframe for this?
- Multi Storey/multi units should include unit sizes to accommodate families ex 3+ 4+ bedroom units and parking

- The only redevelopment I see in Chinnok Park is 'monster homes. I would rather have more diversity of housing styles.
- Keep rentals at bay so we don't become slum properties. Thank you City for xxx around and viewing our concerns and then going for a coffee and doing nothing. Does your crew even know what a weed looks like?
- Leave the communities alone, invest else where in new land and building a new community leave us alone!
- I like the priorities.
- My biggest priorities is to create a barrier greenspace between Bonaventure Dr. S.E. and the townhouse/apartments on the east side of Bonaventure Dr. S.E. I would love it (and feel much safer as a pedestrian) if it was similar to the sidewalks along Elbow Drive that have a greenspace and then the pathway/side much farther away from the busy road. Also, there is beautiful little green space that could have a pathway around it to walk or bike on. I that park area it would be great to have small recreation such a little basketball court area, playground equipment for 6-11 years olds. It's a beautiful little green space that is loved by the community.
- I like the firepit idea in Bridgeland. Haysboro could use some if that too.
- This is an older community that young families are returning to. It would be nice to see facilities that reflects that such as a skate park.
- Communities west of the train tracks need better connectivity east-west over the train tracks other than major roads, for pedestrians & cyclists. Please build an overpass midway through the community
- Micro local facilities of salon, grocery, postal bank, medical, dental, transit, lawyer, restaurant, pharmacy,fitness (small) accessible within each community , walkable & convenient to cut down on required daily use of a vehicle making Heritage communities more walkable and useful. It might require additional co-ordination and planning to create "micro" community services as mentioned however it would encourage us to reduce our use of a vehicle especially during the months of March through October. It could continue to a more [illegible] walkable areas within the Heritage communities . Useful perhaps in a ideal world.
- In Alberta that can support on now bloated population, especially because we are land-locked. We ought to be preparing for a less prosperous future. Infill buildings usually do not match architecturally (they look too "techno") with the original buildings on a street, which we find rather irksome & disturbing.
- I think that the city has dealt with several communities already as far as densification and has written some out of this type of plan. How can this be justified? Why not take other communities out as well. I think the city has a responsibility to its communities to listen to feedback and adjust planning accordingly. I do not think we are being heard!
- Have you investigated to [illegible] Edmonton development with [illegible]? buildings and transit hubs are near each other. (Whyte Ave and Edmonton Trail). Are there any other communities in Calgary which have undergone a "remake" on [illegible]? Is this a unique model? Who provided information for the plan? The surveys half come through the mail? Is everyone in the community informed about the plan? The display boards "Let's Chat" are vague!!
- Parking should be a priority in any local area plan. Increase density-no place to park
- Please listen to all the CKE survey/study on this proposal which was 80% against increasing density and 3+ story development. The CKE community is very much against this please start listening to your constituents and citizens!

- More restaurants and stores would be nice. Returning our hockey arena or other sports facility.
- I think additional east/west pedestrian/cycle access is greatly needed. Public toilets should be included in the plan.
- What I think you have not considered is how this plan is going to accommodate things like solar panels on houses. Who is going to determine what trees are going to be removed to allow the panels to be efficient.
- Invest taxpayers' money more appropriately in areas better suited for densification. Not areas such as Kelvin Grove.
- Four single family one story homes increased density by allowing basement suites only-not external additions.
- If you sell land, make sure it, for instance, to housing affordable ones, or assistant living facility for people with disabilities.
- Invest time and effort in areas better suited to densification, not areas such as Kelvin Grove.
- The pedestrian overpass from Haysboro to Glenmore landing is great. I notice a lot more families, seniors, cyclist utilizing there is reservoir pathways; it is a lot safer easier getting there now. Good core values keep up the good work!
- MacLeod trail is fine as is. Roads are for driving not block parties et. I am not a fan of change to the 1956 Haysboro plan. I dislike your people and City Council past and present you are allowed basement suites and [illegible]
- Additional investments would be connecting greenspaces together with bikes, walking paths (Babbling Brooks is amazing), community gardens, farmers markets are bound transit stations. Building seniors living close to commercial areas and transit so they have access to goods and services. One thing I notice about these communities is there are plenty of green spaces the communities are quiet. Noise is at a minimum, I can sleep with my windows open, it's quiet at night unlike downtown or closer to airport. After living in various places around Calgary the quiet is one thing to not be taken for granted. electric plugging in stations for cars. Recreation facilities.
- No, I love idea of improving connectivity among the communities (pedestrian, biking) making Macleod Trail more pedestrian friendly, making the communities more lovely, more people walking on the street, more kids playing in the parks.
- Increased density in heritage neighborhoods combined with numerous cannabis retail shops degrate safety aspects of this neighborhood. Keep density lowest where cannabis and liquor stores outnumber coffee shops.
- Mixed housing (low income/full price) along major arteries (Heritage/Elbow) would increase growth and be more accessible (transit, retail).
- Crime prevention. Usable outdoor space. Make our sidewalk accessible with ramps at corners. Community hub in Fairview.
- Small businesses, small grocery stores, bike paths that are safe and not directly on the road (Southland Drive), green spaces and restaurants with patios or food trucks.
- Not looking for change with the Heritage communities.
- Stay away from elbow drive development-focus on heritage, McLeod etc. Currently the small scale developments That exists along elbow drive from 17th Ave all the way to Anderson Rd are in need of revitalization. Before promoting more of this type of zoning/development, focus on revitalizing (renovating/redeveloping) the current small scale housing there.
- Are you doing this for investment or to create nice cohesive Communities people want to live in and children to grow up in not investment think community!

- Some homes in Chinook Park have restrictive covenant. We are hopeful this will be taken into account on the next version. City cannot remove the RC.
- No. Core values and priorities are fine with the exception of [illegible] Development in current single family dwelling communities. Our neighborhood is desirable because it consists of detached single family dwellings.
- Yes, city officials should make an investment of their time for rational, sensible and informed planning decisions and consequences. Do not count on people giving up their vehicles and walking everywhere. Read and consider our comments. Read the comments from those residents where development has been occurring come off from residents of Altador, South Calgary and Marda Loop- and pay attention to why people there are unhappy. Do not repeat the same mistakes just because you mistakenly believe you know what's best for others and must at all cost continue to push this agenda. That is the most frightening prospect of all about this whole process.
- All commercial areas and multi-story buildings should require setbacks from the street-preferably as green spaces or plazas that can serve as neighborhood gathering places.
- More sidewalks. Walkable areas.
- Having lived in big cities like Montreal, Vienna and Toronto I can see the appeal for densification in those types of cities and mixing residential properties and layering in commercial property. But I do not think that this is appropriate or fitting for Kelvin Grove. There are many other areas of the city that are a better fit for this type of densification and should be targeted first. Lastly, as a recent survey has been completed by the cke, the majority of residents in Kelvin Grove opposed this plan strongly, and it is extremely frustrating the city is choosing to ignore the concerns of its community members.
- Investments need to occur on brownfield sites and near LRT stations. Do not focus on the established areas as these function well and should continue to do so for 30 years. By redeveloping brownfields, city investment can support our connectivity core values while also enhancing MacLeod trail and transit stations.
- I would think that the idea for building more small high rises (anywhere in the map) is essential. As the influx of more outsiders (from different countries abroad) increases over the years (which is inevitably going to be more than likely), the city of Calgary will have to support such a need, especially in the area of affordable housing, considering a major city as Calgary.
- Energy saving projects
- The biggest potential change that could be made to help support growth and change in the heritage communities would be to look at how to reengage the community with the Chinook Park elementary School. The school had been and magnet to live in the community in the mid 1990s when it was one of the top ranked elementary schools in Alberta (in the Top 40) . The major decline in rankings to the point at which it currently ranks well below average in Alberta has seen many parents in the neighborhood choose to send their children to other schools, as they have the means to do so. The future of the school is now in question as a consequence. It would be prudent for the CBE to reach out to the community to collect data, to understand the nature of the issues more fully through a dialogue with the community and approaches that might be pursued to increase community support for the school
- How come in this plan there only seems to be a focus on housing? There needs to also be considerations for creating more green spaces, more cut throughs. there needs to be a plan in place to allow for greater inner community pedestrian traffic.

Without this plan, there would be no requirements at developer, no incentive, to create such structures thus leaving taller and tighter housing blocks that one walks around and not through.

- Please invest in our local school! My house is just next to the elementary school parking lot. My G1 and G3 kids can easily walk to the school by themselves. But I opt to drive 10 minutes away to another charter school rather than this #1 choice. Because the school seems to run poorly and I cannot trust our local public school can offer the education to my kids!
- Should be coordinated with federal government immigration policy so as not to cause high population density problems with various ethnic groups.
- Bicycle lanes
- In alignment with core values “promote inclusive housing choices” and “support commercial vitality”, I would like to see a priority for ensuring reasonable access to low modified structures primarily from the neighborhood connector they face onto. Too many buildings on Heritage Dr, Elbow drive, and Southland already rely on residential streets behind them for access which is problematic as demonstrated by parking and speeding issues on these streets.
- Increased police presence. I witnessed a man lighting a fire inside the BRT station at Heritage and Elbow just this week! No one feels safe taking transit. Transit shelters should not be a hangout spot for drug consumption! How can city officials think transit is a viable option. I used to ride the bus all the time as a kid now I won't due to drug users.
- Please focus your efforts on MacLeod trail - it's an ugly, sad area that no one likes. It needs a lot of work and planning. it's dingy and there's nothing attractive about it. Add some planters, plan communities around there, keep it regulated to ensure it boosts community. Help the street people so they have places to live - like Dallas did. Give Haysboro a community park. Please ensure developers care about it their designs and meets an aesthetic standard. Hold developers and commercial owners accountable to taking care of their properties.
- Top priority is for the City of Calgary to listen to its citizens and plan accordingly. Or community is fantastic, densify on Elbow and through single homes
- Our prioritize values are: improved connectivity between communities, enable resiliency, enhance open space, enhance MacLeod trail S.
- Why does the city feel the need to change a vibrant, desirable and successful community such as Willow Park and Maple Ridge. These are vibrant and naturally evolving communities. Studies like these and the associated tax dollars should be spent in areas that are in more need of policy to reshape them I.E: decaying communities.
- Increase police presence as I am sick of my car getting broken into or not being able to leave garage open for a minute and getting things stolen or being chased by drug addicts coming off the bus on elbow with my children.
- Imagine 30 to 40 story buildings pyramid shaped massive over top of Heritage and MacLeod trail. Public balconies all the way up, atriums on the top and top, five or six floors and a center atrium core. Roads still in place, train goes underground LRT where it is. Thousands of people could live and flourish there. You probably don't care or will even evaluate this. Have I wasted my time?
- The city should increase police presence in the area there are too many car break in's and garage robberies.
- Encourage performance spaces indoor and outdoor. Encourage the recycling of older buildings into cultural hubs, performance space, studio spaces, public interaction space. C space is a great example of this.

- Please do something more constructive with your time and our money.
- Page 16 talked about affordable and accessible housing - sounds good to us senior with reduced mobility but still drives a car and needs somewhere to park it.
- Hays Farm should be park that brings Haysboro together (east and west) or at least a portion of it.
- Low profile – density – construction/plans. need shops, not big block stores. New plans = micro living with underground parking means singles only.
- small coffee/Bistro as gathering spaces. A flower park with benches and activities for children.
- More accessible green spaces, pocket parks, boulevards, as we densify and take away people's personal yards it would be good to add some more shared green space. Also pathway/overpasses to get more pedestrians and bicycles off the major traffic routes
- Restrict land holding. degrades communities. Zone changes need to revert after five years. same for development plans. If developers get plans approved and do not act everything reverts. City needs to do a better job ensuring that developers have the proper backing so developments don't stall have built. Kingsland is already maxed with development along Glenmore and McLeod. Further densification in Kingsland should not occur.
- It would be helpful if sidewalks had sloped curbs for seniors, wheelchairs and strollers. Also, wider and safer sidewalks would be great as that would increase people getting exercise. Benches added by sidewalks and bike trails would increase people of all ages and dimensions getting outside and exercising as well.
- More pedestrian lights for crossing streets. More pedestrian pathways to access commercial locations. Example: Deerfoot Meadows from Southland drive se)
- There is no development along Horton Rd by the C train tracks, it looks messy, dress it up. What is happening with the vacant land in Deerfoot Meadows? Park area would be great. I look forward to the midtown development and a bridge over the C train tracks from Fairview to the new C train area. Hope building starts soon. We need the area to be more of a small "in city" community. We need sidewalk on both sides of Bonaventure Drive from where it begins at Heritage Drive all the way down to Anderson Road. Currently cannot stay on one side, have to keep crossing over.
- Do developers contribute to a parks enhancement fund? Densification can increase stress on pocket parks so I mean it is need to be improved. I am in favor of getting rid of parking minimums.
- Contractors and builders and the city the only ones that will get any value in this. How can you make plans to ruin or retirement homes. Who will pay us for what we are losing in the value of our homes. Will these people pay for the cost of new developments. Taxpayers can't afford anymore, especially now. This should all be put on hold.
- Heritage Dr development needs to include walking/bike friendly, better access with overpass above train lines, lighting, benches, gathering spaces, art installations, vegetation.
- Yes, please consider: Paving of Horton Rd should be considered. It is home to many businesses and high density residential buildings, but the road conditions are terrible and unfit for even our remote industrial area. This is a growing issue for residents in the area as the row conditions continue to worsen. Investments to address area around the CP rail line along Horton Rd. This long, extended gravel pit area is an eyesore and has become a dumping ground for large household waste (mattresses, couches, and other large furniture), as well as an area for illegal parking, and camping motor homes/school buses. if some landscaping were applied

to this corridor, it would greatly improve the look and feel of the area for all those living in the high density residential buildings here, and give the people some park benches and some green space to enjoy.

- Lower property taxes
- Lower our taxes. don't waste our money on ridiculous expenses like \$8000 security system for council members with \$100 a month monitoring. Come on you guys, wise up.
- Need more doctors, dentists, grocers, etc. Also organic food store now closed down! Close to dollarama, rest on MacLeod trail near Walmart. Small business is hurting bad and need more support for these things to flourish. Natural food, mum and dad businesses. Alarming - organic foods- Prairie Farms - now closed down in Willow park village.
- Make sure green spaces are maintained or even added as nature walks enhanced mental health.
- Yes! Small business consulting would help bring more vibrancy to the area. Improving alleyways of select streets. Homeowner workshops.
- Build communities that encourage walking or biking instead of driving.
- More green space, less congestion, more parking.
- The whole densification is being rejected by the communities you want to destroy.
- I hate the idea of rezoning that encourages the removal to landfills of 1960s homes to make way for higher density. It is wasteful to throw away perfectly good homes, cut down trees etc disrupt neighborhoods = ruined neighborhoods. not happy.
- No it doesn't need growth and change. City of Calgary money would be better spent on more important issues than sending out this stuff. Reduction in property taxes, enmax lowering utilities.
- Better transit service - no direct bus to downtown from Southwood. Rapid transit on 14th St was a colossal waste of money.
- I want taxes cut! Don't call city spending investments. Never is! Do not do MacLeod trail master plan. No art required by City.
- New sidewalks - they are old and very small with no access for wheelchairs. a pedestrian crossing in the 8600 – 9000 block at Blackfoot trail. No access to business by foot. Pedestrian crossing from Fairmont across the CP tracks into the small industrial area. Bike path along Blackfoot trail.
- We can have all the inputs but City Hall will do whatever the developers want just like they did for Inglewood and 12 Storey buildings. It's all about money!!!
- My concern is who will pay for all of this. Tax is already high and inflation and cost of living and interests are high. We cannot take anymore expense. Big concern is the drop in property values, and area if huge infills appear beside our homes
- Mayor Gondek and Cllr. Penner - my taxes increased by nearly \$600 per year and then I received this in the mail! A complete waste of taxpayers money! Disgusting!!
- As a family with young kids, I would like to see newer playgrounds and improved bike paths, especially to connecting communities and the reservoir.
- Corner lot on Haddon Rd and Heritage Dr seemed ideal for Kirby center. Near public transit and good location. now maybe a three story apartment block and small coffee, or grocery store, beauty, barbershop, but please no liquor or marijuana stores, to avoid breakings and crowds hanging around thank you.
- Better states. Better traffic flow. Give space for homeowners and business owners.

- Improved connectivity of pathways. Front facing requirements for commercial developments in local neighborhoods (example: 24th St South of Anderson) improve city owned, low income housing - update aesthetics. More seats and garbage cans.
- Please remember the results of the CKE survey. we do not want densification in CKE.
- Haysboro should have more park space. Almost none but schools. City should look at making any redevelopment of Hays Farm to include a park. Would promote closer community between east and West sides of Haysboro.
- [ON SPERATE PRINTED SHEET] To Cllr Penner and Mayor Gondek: As a recently diagnosed cancer patient, I have chosen not to complete the comment section of Phase Three LAP mail out from the city of Calgary. I can no longer justify spending more time on this one sided debate, as both of you have made it abundantly clear that you are not interested in what your constituents have to say concerning the enforced policy changes in what will inevitably happen within the CKE. You claim you need our input, but clearly you have made-up your minds, and frankly, do not care about the majority of the CKE populist position on this matter. Neither my husband nor I voted for either of you, and we do not support any of your woke agendas. From Janet McLeod – Kelvin Grove, SW Calgary. Date June 9, 2022.
- Too many town planners and not enough engineers. To realize this increased density urban environments will require some enhancements to basic infrastructure like water, sewer, electrical, communications and especially roads such as widening of collector streets, added turning lanes and traffic control. Without adequate parking you are heading to another Marda Loop disaster.
- We need a dedicated bike lane along Elbow drive that is separate from traffic. A good example of this can be found on 24th ave NW between Crowchild Trail and 19th St NW. we also need more east – west corridors in our area – currently, Heritage Dr has the only bike path and it is alongside road that is too busy and noisy to be enjoyable.
- Please consider having more high-rise buildings (residential) near bodies of water because that would be a win-win. Living high above the noisy ground level while enjoying peaceful nature views. Also, the sidewalks need to be more wheelchair and bike friendly. Thanks! See Copenhagen for example.
- Why do we need change period we're happy with the existing low density. Thank you.
- Stop wasting money on art - ask local artists to donate their time. Sidewalks that don't stop all of a sudden.
- Good priorities. Believe we should focus on green space and neighborhood connectivity.
- Leverage the potential in MacLeod trail redevelopment. Prioritize the MacLeod trail midtown plan - approved this development. This has been in the works for 10 years period once again, the perception is that something shady is occurring at City Hall. Because the mayor and councillors have been bought and paid for by specific developers, the applications of developers outside this secret inner circle will not be approved. This is very bad optics. However it occurs, MacLeod trail needs a major redevelopment especially between Glenmore and Heritage. Add vibrant, multi-use area accessible by pedestrians and bike paths would energize citizens of the heritage communities to support additional changes
- As separated/designated bike lane that connects to Glenmore reservoir bike paths would be nice on Elbow drive.

- Growth and change is subjective. Ramming this down citizens throats without actually hearing out the residents in the area is not growth period it is blanketed reform without proper consultation and penalizing existing residents and owners to simply accept what the local government dictates as proper change. High density is terrible for mental health. Calgary, especially my neighborhood in Willow park has the very desired mature green space, trees and personal space that supports healthy mental health
- More density doesn't necessarily equate to more vibrancy. Vibrancy comes from being able to safely access and walk along main collector roads. I am concerned that the green strip that separates the road from the sidewalks in much of the heritage communities will be sacrificed. It is essential for walkability. Also, a buffer seating area, like in Bridgeland on 1st Ave in front of the Starbucks strip mall, is a great idea. More of that would be very welcome.
- Retirement center and assisted living buildings everyone who gets older has to go to other communities
- I'm confused as to why you feel compelled to "support growth and change" in heritage communities are you determined to destroy them?
- Stay the F out of here. Develop The city owned land, formerly the YMCA building, is redeveloped and the parcel of C2-3 adjacent to MacLeod Trail and east of the Heritage LRT station. Get rid of the street people on the McLeod Trail SW. Heron, who owned this land cannot be redeveloped.
- I would like the city to listen to feedback from the CRE community and use survey results the LAP seems to invite developers to ruin our communities and had happened in Marda Loop and Altadore
- There is no need for change in the heritage communities they have strong populations stable/increasing land values and allow people to enter at affordable level in the inner city. The communities could be improved by adding urban parks and trails and increasing the resilience of the area by targeting improvements to stormwater infrastructure lie instead of turf boulevards, use natural grasses or shrubs. Rejuvenate the urban forestry by planting new trees, and enhance existing parks/green spaces
- Improve pedestrian and cyclist safety and connectivity to transit at Southland LRT station with multi use pathway corridor along Southland Drive. Skate park!!! on east side of MacLeod Trail use MAX yellow lanes for bicycle and personal electric vehicles too
- Review and respect the CKE community survey. We do not want row houses, triplexes, fourplexes and other forms that share those characteristics built in our neighborhood of Kelvin Grove, Chinook Park and Eagle Ridge
- Seen many sites go undeveloped due to access issues or permit timing and changes in market. Consider an incentive for proposals in an area that has long gone undeveloped. Say if five years and or 10 year+ consider offering an expedited permit or something to give an incentive to prospective developers to not pass over a site that is vacant to get them in the ground faster. Less bureaucracy more permits. Not sure why mixed-use like live-work requires UR DP Slows permits. Slows development understand possible need for 40 + units but live-work ?? Rethink that please! 20 units seems minor too
- Renew the urban canopy (trees dying) and control culting in neighborhoods!
- My family moved to CKE from Marta loop to get away from the immense congestion, lack of trees and difficulty crossing the street without coming close to being hit by a car - the traffic was so bad. I NEVER let my daughter play on the front

street there. We needed our friendly safe place for our family. Please please don't destroy this beautiful old community. We love it here. Please.

- Please review investment in communities to date though permits. Mayfair Nursing had planned an expansion and this should be reviewed
- Traffic/Parking/Dust/Garbage and collection need to be reviewed
- More trees and parks or park investments would be good. It would be great to have an urban style skate park similar to Kensington as well. Communities with the small town feel in the city are best. Also, more water features such as duck ponds would be great. On a side note, please install a stop sign at the corner Sacramento Dr SW and 8th St SW as it is currently a somewhat dangerous intersection
- Leave Haysbaro alone, we have all these changes want to put in already? If we have this kind of money to spend. Then fix up the roads in our area. They need a lot of work
- I'm not in favour of multi-family dwellings located within the light pink (limited) zones of map 2. Single family with a possible basement suite is what I am in favour of in these locations.
- Bonaventure drive should be converted from four lanes to two period safer for pedestrians crossing. Can't put in a separate bike lane and widen the sidewalk and create separation between pedestrians and cars. MacLeod trail is available to handle the traffic that would have to be diverted. Bonaventure drive is currently very unpleasant for pedestrians. I would ride my bike more often to do errands if it had a bike lane.
- Improve connectivity between communities

build on uniqueness of the Heritage communities

enhance existing spaces – Rec + Community Association properties

Spaces for people to gather

multipurpose amenities

- I was always told if you can't say something nice don't say it however the money your council has spent and on what I am not impressed!!! The so called mayor has no control and no business sense! I can't wait for the next election

1. Beautification of Macleod Trail – it is still very ugly and not pedestrian or bike friendly

2. Fairmount Drive needs more sidewalks and possible bike lane – The station centre in particular has helped create a pedestrian and bike friendly meeting place. Likewise, the new stores along Blackfoot and the Farmers Market need better access for bikes and feet, not just cars

3. Bonaventure Drive also hurting for sidewalks

4. Improved access for limited mobility citizens – wheelchair friendly and walker friendly interchanges

- Re. "Promote Inclusive and Accessible Housing Choices." I live in a very nice neighborhood. I worked hard to be able to afford to live here. I paid a premium for this home and I pay substantial property taxes. I disagree that affordable (i.e. low cost) housing is "compatible" with my neighborhood and that it should be a goal or priority for the neighborhood. It would be a deterrent as renters do not have the same long-term interest or investment in their housing as I do. My neighborhood does not need revitalization - it is alive and well.

- "Expand the urban forest along with densification. It's an important thing we can do to keep the inner city communities from becoming concrete jungles.

- -preserve + expand walkability with proper sidewalks and trees, Macleod Trail could become an enjoyable shopping "mall"

- You have already made the decision to allow multifamily housing units on existing single family lots. You have also accepted “height creep”. A 3 story building with a maximum height of 11 meters already exceeds previously designated height restrictions. It also suggests flat roofs rather than traditional peak or cottage roofs. Also, you have conveniently ignored the parking problem (i.e. residential streets loaded with on street parking of residents vehicles)
 - More restaurants
 - Get the "hogs" from the trough i.e. fat pay cuts to management
 - "Safe mobility options" - focus – building raised sidewalks for pedestrians and cyclists/wheelchair users on main corridors to improve safety and encourage more walking/cycling for all ages.
 - Focus-> Climate change – solar power
 - -stormwater->natural wetland area protection
 - -electric car charging stations
 - trees"
 - The Heritage Communities host a good urban forest. Some places have nice trees and in others the trees are reaching the end of their lives. I think the active replacement of some aged and dying trees, the “infill” of new trees (e.g. elm and ash) between mature but healthy poplars, and the subsequent future of removal of the trees when needed should be prioritized
 - Thank you for considering my input.
 - Please do not ruin Heritage Communities like you to Windsor park. These areas are not intended for multi-living units. Ideas like the yellow line (BRT via 14th Street SW) was a failure, pls do not proceed with more ideas such as that one! STOP :)
 - No, but next time have the input online only. If hard copy is required the person has to request it.
 - Less focus + investing on building uniqueness of Heritage communities - renewable energy/resiliency. And more on enhanced Macleod Trail, improve connectivity east-west from Blackfoot to cross past Deerfoot trail and across the river. As well as improve safety at Transit stations. And more affordable housing.
 - Classes at community buildings, more things throughout the year that you could get together with your community on
 - Make sure there are plenty of green spaces - trees, plants, benches, etc. The empty YWCA lot on corner of Heritage + Haddon would be a good spot for a small water park + skate park or tennis courts where they are now. The small park near LRT is not safe for kids on many levels including homeless, drug + alcohol activity.
 - Please do not change the neighborhood!
 - Walkability should be prioritized. Also, Elbow would benefit from a dedicated bike lane.
 - No do not want any more commercial properties
 - I live in Acadia and I would consider broadening the main corridors sidewalks, as it promotes "walkability". Also, when I walk to the Heritage C-train station after I cross Macleod trail, I would love to see the two bottle depots either moved, or only have one. The walk along Horton Road is very undesirable and I would suggest to broaden the sidewalks along Horton Road and plant trees. Also, I would love to see a walking path or bike path in Acadia
 - Current residents should have the option to purchase infill being built on their property if they choose to stay in their community. Redevelopment projects by the city are seen as a way to receive more property tax, by having more buildings on large properties.

- I am not an expert, but anything that promotes safety and preservation of green space.
- Bike friendly :)
- Turn malls into schools, high density highrise housing and or healthcare senior residences whatever private investment condo with the large unprofitable land. Privatize waste management. Privatize traffic enforcement select CCTV like Europe. Traffic cameras high tech French privatize it LRT stations 100% turnstiles
- "Biggest thing is to allow private investment by changing zoning hours.
- *You can't get what is illegal, and rarely get what is difficult.
- *Change laws to make it legal and easy to invest in existing communities"
- Safety/security improvements at Anderson, Southland, Heritage, Chinook Stations would be greatly appreciated. Citizen young and old should all be able to ride trains and buses at any time of the day without threats to their wellbeing.
- I do not support "change" in these areas!
- Mini malls/corner stores should be built up with living above shops, no more single story shops, such a waste of space. All new dev. Apts should have shops on main level
- Will there be any development of Senior Living homes in this area? The need is growing the next 10 years with aging Baby Boomers
- We are not interested in investment priorities or supporting more growth and Haysboro. You are already screwing around with high density around and as you are well aware the ref raft on trains and around stations is unsafe to even ride the train. The city is allowing our peaceful communities to turn into high criminal activities which we never had until you started allowing this crap. You can tell the mayor, council rocket scientist to take their 87 billion climate change BS and shove it
- We want GREAT LIGHTING FOR THE DOG WALK AREA in Haysboro to make it more safe and increase its use. No more people. No woke stuff. JUST LIGHT UP THE OFFLEASH DOG WALK
- No more taxpayers money wasted on art or streetscape. Cycling connections between communities would be great but how many people actually who would use them? In particular families
- Stop spending money on things like this. You have an agenda and it really doesn't matter what my opinion is. The pamphlet was confusing
- I live along Elbow Drive, so I'd like to comment on that area. I believe investing in small businesses, restaurants and pubs is important. I would also like to see all of elbow drive to replace and enforce the street as a 40 kilometer per hour zone. I believe elbow drive is beautiful and would attract a lot of commerce if the speed zone was less, it had a bicycle lane and investment businesses were trendy and interesting.
- Automated washrooms and warming stations/safe places for our vulnerable population located at the train stations. *ELBOW DRIVE SHOULD HAVE A DEDICATED BIKE LANE HEADING BOTH NORTH + SOUTH!!! Commuters already have access to 14St and Macleod Tr to commute by car. Lets get people riding the BRT and slow down elbow drive. There is no reason why people need to commute via Elbow.
- Use the east commercial and industrial areas. Make high rises attractive + create in the east. Leave the residential areas alone!!
- Ensure that schools have cycle and pedestrian friendly routes within the community and that all walk ways are designed for individuals with mobility challenges. Keep green spaces as a priority Make Haddon Road a more pedestrian friendly route and put a cycle lane there.

- More police and bylaw officers to enforce existing laws and bylaws like panhandling on roadways, sleeping in public spaces, public intoxication and drug use, graffiti, nuisance and violent dogs, loitering in parking lots, dumping and illegal commercial signage, burning of contaminated waste and fire pits, more security and patrols for our laneways at night, safer LRT stations. If we can't get these most basic elements of urban living right, we shouldn't be INCREASING density, or investing in trendy Toronto hipster eco-communities.
- Nothing. Leave a good thing a good thing. I don't support change and heritage communities much. Upgrade and keep their current business areas growing/changing or on Tier 2 Road additional business is welcomed but not in the community itself. Keep the heritage communities heritage.
- I would like to see proven business like Tim Horton's, or specialty markets, as well as, services be made available to walk to-we bought our home over 25 years ago-high density does not appeal to us, but as we age-being able to walk to our needs does-quiet also is important
- Neighbourhood communities- do not need more commercial than we already have
- I would love to see retail options and restaurants in the Southland station area - invest in cycling paths (connectors (i.e. to get downtown, to Fish Creek, to the reservoir) - designated bike route along Haddon Rd. feels less safe than Sacramento and 4th st due to traffic and parked cars
- More fresh fruit and vegetable stores within walkable distance.
- music clubs!! More bike paths, gardens, benches, pedestrian improvements.
- More hardware stores, but smaller ones that are closer to home
- basically more shops and interesting places to visit
- Kirby Center to relocate to a heritage community.
- More public art"
- All kinds of businesses should be encouraged to invest in our communities except those dealing with cannabis which should be removed in our community because it will destroy the lives of people living in our community and it will produce criminals and mentally ill people and we don't want those kinds of people in our community because our community will become unsafe to live in. So please remove the cannabis stores in our community.
- Transit stations need to be paid safer for tax-paying people to use at all times, without having to worry about getting assaulted
- 12 storeys on old gas station site north southland drive on elbow, OK. Lots of space for high rises along Macleod Tr as your map indicates. This I agree with.
- Make mayor + city councillors + builders richer - oh wait who sponsored this great plan. Anyone check for conflict of interests?
- This survey should have had an opinion to do this survey online.....may have increased participation.
- Be careful with what sculptures would be put up, many of those already in Calgary are of questionable taste.
- Improve traffic light coordination-use sensors (left turn on McLeod north from Anderson heading east)
- public washrooms
- as many green spaces as possible
- safer transit, pathways, bike lanes
- Start planting more trees as this area has many older ones that are reaching their limits.

- Top, connecting McLeod TR/Southland Commercial area to community - convenient access to amenities (parks, schools, etc.)
- No. I think enhanced connectivity (especially more and better marked bike routes) should be the top priority
- I would love to see a bike lane along Southland. Macleod is trying to transition from suburban industrial zone to a cool secondary urban centre. If it was less car focussed, it would be incredible. Imagine how cool it could be if you replaced all or most of the traffic with trees, bike paths, and a trolley system between fish creek and the saddledome. that is my dream.
- Please give people a chance to interact with wildlife in the area (something approved by Parks & Recreation and Animal Welfare advocates) Calgary could use some major PR in this arena, and the animal populations would benefit
- Please get inspired by Europe, be aware of acute need for sidewalks, benches and making the city streets more accessible for pedestrians of all ages. Walking is healthy and due to global warming, the planet needs less cars and less pollution, more walking opportunities. More sidewalks are a must, I believe!!
- Add green spaces and walking paths to beautify MacLeod trail. MacLeod trail is such an eyesore.
- Plant trees down the middle median of 88 Ave SE
- incorporate an indigenous lens on any city revitalization to honor reconciliation"
- Transit stations are less and less safe. Do you really think (as the cartoon on page 8 of this booklet states) That adding multi density developments nearby is going to improve that issue?! This is laughable!
- The cartoon on page three about having to drive for a loaf of bread unless we succumb to increasing density in our neighborhood is equally ridiculous and downright manipulative."
- Would love better foot connectors across Blackfoot and to have the area east of Blackfoot developed into a natural use community space/hub. (similar to the main strip in bridgeland, coffee shops, pubs, etc, but that open onto A green space, with limited vehicle traffic. Would love to see a brewery over there. Improved bike lanes between communities and to access Southland dog park. Do something awesome with the old driving range at the dog park.
- Improved vehicle flow. Traffic patterns and neighborhood connector and neighborhood local. During peak times (7-9 AM and 3-6PM) Examples: Acadia Dr., Fairmont drive, Southland and heritage drive. It's part of building the communities of tomorrow and increase density we should also enhance/improve the roads to support the density and increased traffic. I would also express concern about parking as part of the changes to density and ask it is included.
- "Biking/walking path to downtown. I would love to remove my car from the commuter traffic and take my bike or E scooter downtown. A more direct and maintained path/route would do that.
- More interesting play areas poor kids. Like another "Park 96" in Maple Ridge. I LOVE these Heritage Communities!"
- Improvements to connectivity are suggested-what about having the city maintain the existing connectors too. So many of them in southwood are overgrown and have broken asphalt. Same goes for Ctrain stations-city needs to do a better job at maintaining these areas too
- The erection of 12 story buildings well impede the east-West pedestrian and cycling improvements you suggest. The east-West pedestrian and cycling routes need improvements for ease of use. To attempt to increase pedestrians along MacLeod trail is a significant safety issue And should not be done due to the massive

cost that would be associated with making it safe. the new infill LRT station in Fairview is currently proposed-please approve this so it can get started, especially since the developer is paying for it. Work-live units may be problematic for parking- this needs to be resolved prior to approval

- Before any new residential housing is added to the heritage area first priority should be an overpass on heritage Dr for transit and the railway cross it. It is already a challenge.
- No Developments is appropriate in Any R1 or RC1 neighbourhoods. \$0 should be spent here.