

Calgary



# Westbrook Communities Local Area Plan

## Local Area Plan Reconnect

Reconnecting with the communities of Wildwood, Spruce Cliff, Westgate, Rosscarrock, Shaganappi, Glendale, Killarney/ Glengarry, Glenbrook, and the portions of Upper Scarboro/Sunalta West and Richmond that are west of Crowchild Trail.

What We Heard & What We Did Report – December 2024



# LAP Reconnect - Westbrook Communities

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## Project Overview

In May 2024, Council voted to approve citywide rezoning amendments to allow for single, semi-detached, townhouses and rowhouses across Calgary.

With the [Rezoning for Housing](#) decision, the Westbrook Communities Local Area Plan (Plan), approved in 2023, must be updated to align as it includes Limited Scale policies under the Neighbourhood Local category (Section 2.2.1.6, page 30). These policies provide location criteria for building forms containing three or more units. Based on the city-wide rezoning decision, they will be removed and replaced with a new policy which clarifies multi-residential housing (such as apartment-style buildings) areas not supported in Neighbourhood Local, Limited Scale areas.

In addition, Council also directed Administration to re-engage communities with approved local area plans in order to share the proposed amendments to the Plan and collect input on new community improvement ideas as found in Chapter 3 and Appendix A of the [Westbrook Communities Local Area Plan](#).

The Plan area includes the communities of Wildwood, Spruce Cliff, Westgate, Rosscarrock, Shaganappi, Glendale, Killarney/ Glengarry, Glenbrook and the portions of Upper Scarboro/Sunalta West and Richmond that are west of Crowchild Trail.

## Engagement & Communications Overview

Communications and engagement for the [Local Area Plan Reconnect](#) project were designed to allow participants to get involved and provide their input, to help Council understand people's perspectives, opinions, and concerns. Public input is an important part of the [Local Area Planning](#) process and is one of the key considerations in the decision-making process.

The Westbrook Communities Local Area Plan was approved by Council in April 2023 and was created after three years of engagement. This included four phases of engagement that involved thousands of participants and gathered feedback and insights from residents, business owners, community association, development industry representatives and a dedicated and diverse working group.

The Local Area Plan Reconnect follows these efforts and focused on two components:

1. **Inform:** Share proposed policy amendments to Chapter 2 of the Plan to align with the Rezoning for Housing decision.
2. **Listen and Learn:** Collect input on new community improvement ideas to be added to existing community improvement ideas found in Chapter 3 and Appendix A of the Plan.

For more information on engagement efforts conducted during the Westbrook Communities Local Area Planning project view the 'Engagement Overview' section of the project page [here](#).



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## Engagement Spectrum of Participation

The engage spectrum level for the Local Area Plan Reconnect project was 'inform' and 'listen and learn'. As defined in The City of Calgary's [Engage Policy](#), our commitment for inform was to communicate and educate the public about proposed policy amendments to Chapter 2 of the Plan. For Listen and Learn, our commitment was to listen to interested and impacted people and groups to learn about their plans, views, issues, concerns, expectations, and ideas about new community improvement ideas that could be added to Chapter 3 and Appendix A of the Plan.

## Inclusive Process

Throughout our engagement we work to ensure an inclusive process that considers the needs of all participants and seeks to remove barriers to participation. We 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 ensure that, at the very least, all participants in the Plan 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 participants are willing to commit to a project. This includes having a variety of communications and engagement tactics available so that people can get involved at the level that best meets their needs.

## What We Asked & What We Did

The engagement questions asked for the Local Area Plan Reconnect for the Westbrook Communities were:

- **As your communities continue to evolve, please share any new community improvement ideas you would like to see. Please be sure to tell us why these are important to you.**
- **Do you have any additional comments or questions to share about the Westbrook Communities Local Area Plan?**

We used multiple methods to inform as many community residents as possible about the policy amendments and share the engagement opportunity to provide input on the above engagement questions. The methods used were:

- **The City of Calgary Engage page:** Participants were able to visit [calgary.ca/LAPreconnect](http://calgary.ca/LAPreconnect) to review Reconnect – Westbrook Communities Local Area Plan project information, including specific policy updates to the Plan, watch a YouTube video reviewing the same content in addition to respond to the engagement questions found on the page.



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- **Direct Mail:** Households and businesses within the Canada Post walking routes in the Plan area were mailed postcards informing about the project, provide input and participate in engagement opportunities.
- **In Community Signage:** 10 Curbex signs were up in communities within the plan area from September 16-29, 2024
- **Emails to Subscribers & Community Associations:** Emails were sent to the Westbrook Communities Local Area Plan subscription list and Community Associations within the Plan area to inform about the project and learn about opportunities to provide input online and in-person.

Public Engagement consisted of online and in-person opportunities to provide input. Engagement began on September 16, 2024, where community members could visit the Engage page ([Local Area Plan Reconnect - Westbrook Communities](#)) to review content and provide their input on the engagement questions until October 6, 2024. There was also an in-person Community Conversation held on Wednesday, September 25, 2024, at the Westgate Community Association, where community members could register for 50-minute timeslots between 12:30 p.m. and 9:00 p.m. to review project information, ask questions to the project team and provide their input on engagement questions.

Targeted engagement consisted of a virtual community association board session held for local community association board members from within the Plan area. This session was held online on Wednesday, October 9, 2024, where the same project information and questions were shared and asked.

## What We Heard

Overall, there were 800 visits from 592 people online and nearly 40 in-person participants who in total provided 349 comments during public engagement for the Westbrook Communities. An additional 18 comments were received from the 7 community association board members who attended the targeted virtual community association session and comments that were sent via email.

Below is a summary of top themes heard from both the public and targeted engagement.

### Public Engagement

When asked “**As your communities continue to evolve, please share any new community improvement ideas you would like to see.**” The top themes heard from participants were:

- Concerns about safety and crime in the plan area with participants noting traffic safety, homelessness, and petty crime as issues.
- Desire for improvements around Westbrook LRT station.
- Concerns with the Rezoning for Housing decision and its potential future impact in the plan area.
- Interest in increased traffic calming measures with a focus on pedestrian safety.
- Protection of tree canopy and investment into parks and green spaces.



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When asked “**Do you have any additional comments or questions to share about the Westbrook Communities Local Area Plan?**” the top themes heard from participants were:

- Desired investment and improvements around Westbrook LRT station.
- Questions about housing affordability within the plan area and related impact of the Rezoning for Housing decision.
- Concerns about developers and the development process.
- Frustration and support for the Rezoning for Housing decision with comments noting impact on the engagement process.
- Lack of faith in engagement process after the Rezoning for Housing decision.

## Targeted Engagement

When asked “**As your communities continue to evolve, please share any new community improvement ideas you would like to see.**” The top themes heard from community association participants were:

- Participants talked about amenities and improving them including adding more gathering spaces, maintenance of public spaces, and more benches along pathways.

When asked “**Do you have any additional comments or questions to share about the Westbrook Communities Local Area Plan?**” the top themes heard from community association participants were:

- Participants talked about the implications of the rezoning decision to future development in their communities.
- Participants talked about amenities and improving them.
- Participants talked about the Westbrook LRT station and the surrounding area.
- Participants talked about affordable housing.
- Participants discussed the engagement process.
- Participants asked questions about policies.
- Participants shared concerns about empty and rundown lots related to development.

For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.

For a verbatim listing of the input that was provided for Public Engagement, please see the [Appendix A: Verbatim Comments from Public Engagement](#) section.

For a verbatim listing of all the input that was provided for the Targeted Engagement with community associations, please see the [Appendix B: Verbatim Comments from Targeted Engagement \(Virtual Community Association Session\)](#) section.



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## What We Heard, What We Did

The themes that emerged from our public engagement and the responses from the project team regarding how that input will be used to further refine the plan are outlined below.

**Question #1: As your communities continue to evolve, please share any new community improvement ideas you would like to see. Please be sure to tell us why these are important to you.**

What We Heard	What We Did
<p><b>Safety Improvements and Crime Prevention</b>            Participants expressed concerns about safety and crime in the plan area with participants noting traffic safety, homelessness, and petty crime as issues.</p>	<ul style="list-style-type: none"> <li>• We heard concerns around safety, including crime and pedestrian safety due to increased traffic.</li> <li>• One of the Plan’s core values is to “Achieve a strong sense of community identity in safe and inclusive communities by building upon the unique characteristics of individual communities and highlighting the culture and history of the area.” Policies in the Plan are aimed at enhancing community spaces with more lighting and other amenities to make these spaces safer for all.</li> <li>• Another core value is to “Recognize and build upon the role of the Westbrook LRT transit station area as a focal point and mobility hub for the communities in the Plan area by supporting public and private development around the Westbrook Station.” Section 3.2.3 ‘Provide Safe, Comfortable, Connected, and Accessible Year-round Mobility Options’ provides directions for enhanced safety, connectivity, and accessibility for pedestrians and all modes of transportation.</li> <li>• Residents are encouraged to contact 311 Calgary via phone or online (calgary.ca/311) to report bylaw-related issues.</li> <li>• For life-threatening emergencies (fire, ambulance, or police) or to report a crime, call 911.</li> <li>• As this policy was already included in the Plan, no additional changes to the Plan were made.</li> </ul>
<p><b>Maintenance and Improvement of Westbrook LRT Station Area</b>            Participants shared a desire for improvements around Westbrook LRT station.</p>	<ul style="list-style-type: none"> <li>• We heard from participants that they would like to see improvements made to the Westbrook LRT station area. The Plan already recognizes the importance of the Westbrook LRT station area as a focal area through one of it’s core values.</li> <li>• Section 3.2.1 ‘Recognize and Build Upon the Role of the Westbrook Transit Station Area as a Focal Point and a Mobility Hub’ supports new private development with improved public realm, mobility, and amenities in the transit station area, incorporating the comments received. In January 2024, The City repurchased the lands from a private developer to encourage investment, support local</li> </ul>



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	<p>businesses, and improve the quality of the station area, which has been lacking developments.</p>
<p><b>Rezoning for Housing Decision Related Comments</b> Participants shared concerns with the Rezoning for Housing decision and its potential future impact in the Plan area.</p>	<ul style="list-style-type: none"> <li>Information on the Rezoning for Housing Project can be found here: <a href="#">Rezoning for Housing</a></li> <li>Local area plans set the vision for the evolution of an area over the next 30 years. It provides direction on future development and investment that residents, landowners, builders/developers, City Planners and Council can commonly refer to when new development and investment ideas are proposed.</li> <li>The Plan is being updated to align with Council’s decision on Rezoning for Housing.</li> </ul>
<p><b>Traffic and Traffic Calming Measures</b> Participants expressed an interest in increased traffic calming measures with a focus on pedestrian safety.</p>	<ul style="list-style-type: none"> <li>Section 3.2.3 ‘Provide Safe, Comfortable, Connected, and Accessible Year-round Mobility Options’ in the Plan already speaks to implement traffic calming measures and the improvement of pedestrian safety and comfort through enhanced streetscapes. No additional changes to the Plan are proposed related to traffic calming.</li> </ul>
<p><b>Parks and Tree Canopy Comments</b> Participants highlighted the need for the protection of tree canopy and investment into parks and green spaces.</p>	<ul style="list-style-type: none"> <li>The Plan already includes policies related to upgrades to parks and green spaces, as well as the preservation of the mature canopy in Section 3.2.5 ‘Protect Environmentally Significant and Historic Open Spaces’ and Section 3.2.8 ‘Reduce Emissions of Greenhouse Gases that Contribute to Climate Change and Reduce Vulnerability to Climate-related Hazards.’ The policies in these sections aim to protect, maintain and enhance public trees, and to invest in the ongoing maintenance and lifecycle of public trees. No additional changes to the Plan are proposed related to parks and tree canopy.</li> </ul>

**Question #2: Do you have any additional comments or questions to share about the Westbrook Communities Local Area Plan?**

What We Heard	What We Did
<p><b>Westbrook LRT Station Related Comments</b> Participants desire investment and improvements around Westbrook LRT station.</p>	<ul style="list-style-type: none"> <li>The Plan already identifies the Westbrook LRT transit station area as a focal area for the Plan. A core value of the Plan recognizes and builds upon the role of the Westbrook transit station area as a focal point and a mobility hub for the communities in the Plan area by supporting public and private development around the Westbrook LRT Station.</li> <li>Policies in the Plan that support development around the LRT station include are focused on improving safety and the quality of the public realm, incorporating wayfinding, providing cycling infrastructure and off-street pathways, while encouraging private investment in the transit station</li> </ul>



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	<p>area, improving the quality of life for current and future residents. As such, no additional policies were added as part of the Local Area Plan Reconnect.</p>
<p><b>Affordability Related Comments</b> Participants asked questions about housing affordability within the plan area and related impact of the Rezoning for Housing decision.</p>	<ul style="list-style-type: none"> <li>• One of core values within the Plan is to support high-quality and diverse housing types throughout the Westbrook Communities. This includes policies under Section 3.2.2 ‘Support The Development of High Quality and Diverse Housing Types Throughout Communities In The Plan Area’ that include the co-location of affordable housing with civic projects and supporting the retention and intensification of existing affordable housing within the area.</li> <li>• Research shows that adding new homes improves housing affordability for Calgarians. Even when new housing is expensive, adding more homes means fewer people are competing against each other to find a home that fits their needs and budgets.</li> <li>• Allowing a variety of housing types saves Calgarians money because more options mean households only have to pay for what they need for their lifestyle. Adding new homes in an area can reduce rents nearby because older homes need to be priced more competitively to attract households.</li> </ul>
<p><b>Development Permit Process Related Comments</b> Participants expressed concerns about developers and the development process.</p>	<ul style="list-style-type: none"> <li>• Participants were informed of various ways they can find out about new developments in their community, including advertising requirements for new developments, or land use redesignations (rezoning).</li> <li>• Additionally, planning staff informed participants of the City of Calgary’s updated development map (<a href="http://developmentmap.calgary.ca">developmentmap.calgary.ca</a>) where they can find details on developments and land use redesignations, as well as, download submitted plans of the proposed development.</li> </ul>
<p><b>Rezoning Decision Related Comments</b> Participants shared frustration and support for the Rezoning for Housing decision with comments noting impact on the engagement process.</p>	<ul style="list-style-type: none"> <li>• Rezoning for Housing was approved in May 2024 and is not in scope for the Local Area Plan Reconnect engagement.</li> <li>• Allowing a variety of housing types saves Calgarians money because more options mean households only have to pay for what they need for their lifestyle. Adding new homes in an area can reduce rents nearby because older homes need to be priced more competitively to attract households.</li> </ul>
<p><b>Engagement Process Comments &amp; Concerns</b> Participants highlighted a lack of faith in engagement process after the Rezoning for Housing decision.</p>	<ul style="list-style-type: none"> <li>• In 2024, Council directed Administration to re-engage communities with approved local area plans to share policy amendments and collect input on new community improvement ideas found in Chapter 3 and Appendix A.</li> <li>• The Local Area Plan Reconnect utilized multiple methods to inform and engage with the public, including direct mail,</li> </ul>



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	<p>The City of Calgary Engage webpage, community signage, emails to subscribers and community associations, and in-person sessions. Through online and in-person opportunities, community members and community associations could provide input and ask questions.</p> <ul style="list-style-type: none"> <li>• Based on public input, the project team compiled and shared what was heard, highlights the key themes raised, and provides responses for how key themes were considered and addressed in What We Heard and What We Did Reports. The reports along with a Final Engagement Summary can be found on <a href="http://Calgary.ca/LAPreconnect">Calgary.ca/LAPreconnect</a>.</li> <li>• Based on the feedback provided and Administration’s review of which in-scope comments could be incorporated into the Plan, Administration found that the vast majority of feedback collected regarding community improvements was already included in the Plan. Remaining ideas were reviewed and if appropriate, incorporated into proposed amendments to the Plan.</li> </ul>
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## Next Steps

The Local Area Plan Reconnect is tentatively scheduled to go to the Infrastructure and Planning Committee in January 2025 with proposed amendments to the Westbrook Communities Local Area Plan.

To stay up to date on project details, please visit [calgary.ca/LAPreconnect](http://calgary.ca/LAPreconnect) and subscribe to Local Area Plan program quarterly newsletter by going to [calgary.ca/LAPSubscribe](http://calgary.ca/LAPSubscribe).



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## Summary of Input

Below is a summary of themes that were most prevalent in the comments received for both questions during public 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.

**Question #1:** As your communities continue to evolve, please share any new community improvement ideas you would like to see. Please be sure to tell us why these are important to you.

Theme	Description
<p><b>Safety Improvements and Crime Prevention</b></p>	<p>Participants expressed concerns about safety and crime in the plan area with participants noting traffic safety, homelessness, and petty crime as issues.</p> <p><i>Sample comments:</i></p> <ul style="list-style-type: none"> <li>• “Spruce Drive SW and 37 Street SW both have increasing high density adjacent to high speed roads. Spruce Cliff has a huge number of infills and multi family units with even more in progress along connector corridors. For the safety of our community members the speed limits on both these roads needs to be reduce to 40 km/hr. Also the noise factor impacts the lives of the residents. Does our health and safety not count? Is it more important that through traffic to neighbouring communities saves a few minutes to reach their destination? Do you regard speed a higher priority to peoples lives? We also need a 4 way stop at the intersection of Spruce Drive and 8th Avenue SW to allow people to cross the street safely. Work MUST be done at the corner of Bow Trail and 37th Street SW. The sidewalks are too narrow and the signal post on the NE side of the intersection is placed incorrectly as it protrudes onto the already narrow sidewalk. We are missing numerous sidewalks which has been repeatedly bought to the cities attention with no response or action. As redevelopment intensifies, my primary concern is about our tree canopy. We are seeing many trees lost with each new development and developers are not replacing these. It would be amazing to target tree planting on city and private property where there aren't any and helping individual property owners to identify if they can put a tree in their yard, what kind of tree will be most successful, and supporting sustainable watering and care of these trees for their survival to keep our communities shaded.”</li> <li>• “I would like to see a reduction in the homeless encampments surrounding the Westbrook LRT station. I</li> </ul>



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	<p>would like to see a larger police presence in the Westbrook LRT area.”</p> <ul style="list-style-type: none"> <li>• “Petty crime goes unchecked in Calgary. We have been broken into, a victim of a hit and run, personally threatened, and witnessed drug use and theft on our neighbourhood during broad daylight. The police seem bothered that we even make a report. Our sense of personal safety is important to us and our perceived quality of living. Tolerating crime only makes it worse. The Police should be instructed to take a compassionate but zero tolerance attitude to crime.”</li> </ul>
<p><b>Westbrook LRT Station Related Comments</b></p>	<p>Participants shared a desire for improvements around Westbrook LRT station.</p> <p><i>Sample comments:</i></p> <ul style="list-style-type: none"> <li>• “Cleaning up the garbage on the streets and the area around the Westbrook LRT station. What a mess.”</li> <li>• “It is sad to see the City of Calgary standing in the way of progress in the area around the Westbrook Transit Station. For a city with a “housing crisis” this is a prime location to build potentially thousands of affordable apartments or condominiums (if high rises are constructed) with great access to public transit. Is there a reason why the City refuses to sell the land to a developer?”</li> <li>• “Currently the area of Westbrook LRT station along 17th is a big open, boring dead grass area. It would be amazing to put trees there and make it a walkable enjoyable place for the neighbourhood.”</li> <li>• “Westbrook Mall needs a complete overhaul. The area feels dated, lacking amenities, and unsafe. Add more restaurants, shops, bakeries etc.”</li> </ul>
<p><b>Rezoning Decision Related Comments</b></p>	<p>Participants shared concerns with the Rezoning for Housing decision and its potential future impact in the plan area.</p> <p><i>Sample comments:</i></p> <ul style="list-style-type: none"> <li>• “We live in Rosscarrock and are now worried about the impact of the blanket rezoning. We recently bought a house in this community, but not do not want to live next to a large multiple family building - duplexes are OK.”</li> <li>• “You are destroying established areas with unwanted development. Council spent 2 weeks listening to people rally against city wide rezoning then voted it in anyway.”</li> <li>• “Stop blanket rezoning which is destroying communities”</li> <li>• “These surveys are a big joke. You don’t listen to the people who actually live in these neighborhoods. Everything you</li> </ul>



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	<p>have in mind is already a done deal. You only put this out to go through the hoops and pretend to engage.”</p>
<b>Traffic and Traffic Calming Measures</b>	<p>Participants expressed an interest in increased traffic calming measures with a focus on pedestrian safety.</p> <p><i>Sample comments:</i></p> <ul style="list-style-type: none"> <li>• “I would like to see the speed limit in Glenbrook slowed down to 40 km/h. As an inner city community we get a lot of traffic going through, on their way to somewhere else. Sometimes they use our neighbourhoods as 'shortcuts'. To discourage this the speed should be slower than a thoroughfare.”</li> <li>• “Traffic mitigation is the only thing I care about. Please bring more people to our communities BUT with the understanding I want my kids to be able to walk around, go to stores, bike all around Killarney. We need safer streets. People are driving way to fast, there is very limited design around pedestrians/cyclists. Healthy urban communities are vital. Centring this around cars is a bad long term strategy.”</li> <li>• “Glendale - traffic calming measures - as density increase the community experiences shortcutting on 38th Street SW and increase speed and traffic on 26 AVE SW and 45 st SW.”</li> </ul>
<b>Parks and Tree Canopy Comments</b>	<p>Participants highlighted the need for the protection of tree canopy and investment into parks and green spaces.</p> <p><i>Sample comments:</i></p> <ul style="list-style-type: none"> <li>• “Upgrade all parks and green spaces with tree replacement, seats and firepits.”</li> <li>• “Ensuring the mature canopy is maintained! When you say you are encouraging developers to keep - they don't so please ensure that mature trees are kept!”</li> <li>• “Maintain and enhance parkspace as outlined in the MDP. Actively push toward the 2ha per 1000 people as outlined in the Municipal Development Plan.”</li> </ul>

**Question #2** - Do you have any additional comments or questions to share about the Heritage Communities Local Area Plan?

Theme	Description
<b>Westbrook LRT Station Related Comments</b>	<p>Participants desire investment and improvements around Westbrook LRT station.</p> <p><i>Sample comments:</i></p> <ul style="list-style-type: none"> <li>• “I would like to see a reduction in the homeless encampments surrounding the Westbrook LRT station. I</li> </ul>



	<p>would like to see a larger police presence in the Westbrook LRT area.”</p> <ul style="list-style-type: none"> <li>• “The entire Westbrook mall dollarama mall and Westgate train station is a huge piece of valuable land that could be revitalized in a way that university district was. Good commercial properties with good cafes, restaurants, stores, parks and multi style homes could be put in. There is a Train station, lots of land and already larger higher apartments in the area. Leave our residential areas alone and start buying run down low budget malls that attract crime and make them useful. Make Westbrook a university district!”</li> <li>• “Clean up and reinvigorate Westbrook Mall, Bow Trail, and 17 Avenue (like Kensington, Bridgeland, Inglewood, and Mission). Continue improving, expanding, and prioritizing active commuting infrastructure.”</li> </ul>
<p><b>Affordability Related Comments</b></p>	<p>Participants asked questions about housing affordability within the plan area and related impact of the Rezoning for Housing decision.</p> <p><i>Sample comments:</i></p> <ul style="list-style-type: none"> <li>• “The Market went crazy after the rezoning and so the houses are not getting more affordable in Westbrook area.”</li> <li>• “The infills that are going in are not affordable by any means.”</li> <li>• “My other question is about affordable housing, which is what we have been told. The developer’s cheapest housing on sale is a \$750k unit with a small backyard. That’s a false narrative.”</li> <li>• “The rezoning is definitely not helping to put affordable homes on the market. They buy a bungalow for \$750k then develop 6 units that they sell for \$900k each. The City is smiling, because they get so much more taxes on \$5,4 million and not just on \$750,000”</li> </ul>
<p><b>Development Process Related Comments</b></p>	<p>Participants expressed concerns about developers and the development process.</p> <p><i>Sample comments:</i></p> <ul style="list-style-type: none"> <li>• “Ensure respect for the existing residents are kept in place. Developers don’t really! Nor the City personnel respect established residents. The newcomers and developers have much much more say than is necessary. The enjoyment of the area is diminishing rather than maintaining. There are so many contradictions in wording</li> </ul>



	<p>between maintain canopy, ensuring adequate parking, "affordable" housing, etc!"</p> <ul style="list-style-type: none"> <li>• “What does it mean that apartments are not supported in Neighbourhood Local areas? Or that they can build into the neighbourhood? I live in Shaganapi and they bought three lots and are building a big unit there. Then the City let Truman buy another lot that’s going up with no parking. And here there’s another six storey lot with no parking. I want to know why the City is letting these happen with no parking. They are assuming everyone’s going to get on the train and go downtown to work. Not everyone works downtown and all those people will most likely have cars. It’s not true that the City won’t let these developments invade our neighbourhood. Shaganappi has been under attack. And I don’t feel safe. I don’t trust anything the City says. The City has already decided what they’re going to do. This is a total charade about asking what residents want.”</li> <li>• “Who’s driving the process? When the LAP process was starting, the Westbrook land parcel was identified as an area with a lot of potential and nothing has been done with it. Can’t the City push for certain developments within a certain time or force developers to do certain things? What’s happening with that land now? It looks like the developers are driving everything and the City can’t control any of it. Be more in the driver’s seat and more transparent.”</li> </ul>
<p><b>Rezoning for Housing Decision Related Comments</b></p>	<p>Participants shared frustration and support for the Rezoning for Housing decision with comments noting impact on the engagement process.</p> <p><i>Sample comments:</i></p> <ul style="list-style-type: none"> <li>• “Generally speaking I supported the proposal to make R-CG the base land use district in the low-density residential areas of Calgary's established communities (the “Upzoning Proposal”) -- with some caveats.”</li> <li>• “This survey feels insulting. Many, many residents feel frustrated and angry over the rezoning process. We feel disrespected and disregarded. The city is allowing developers to destroy everything we like about our neighbourhood. Those developers aren't the ones who live here, so why do they end up choosing what our neighbourhood becomes? I now face the very real possibility that if the property to the south of me is sold, I will no longer be able to garden in my yard and my solar panels will be useless, because that property will likely</li> </ul>



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	<p>become an enormous new build that blocks the sunlight. We've seen it happen again and again and nothing stops it. Why am I supposed to be excited about upgrading streets and transportation networks in this situation? This survey completely ignores, yet again, the things residents truly find important and are concerned about."</p>
<p><b>Engagement Process Comments &amp; Concerns</b></p>	<p>Participants highlighted a lack of faith in engagement process after the Rezoning for Housing decision.</p> <p><i>Sample comments:</i></p> <ul style="list-style-type: none"> <li>• "These surveys are a big joke. You don't listen to the people who actually live in these neighborhoods. Everything you have in mind is already a done deal. You only put this out to go through the hoops and pretend to engage."</li> <li>• "You ignored very intelligent recommendations for the original plan, totally ignored massive public opposition to blanket rezoning, why waste our time now? Take the plan &amp; put it somewhere the sun doesn't shine in city planners &amp; the pathetic excuse for a Ward 6 councillor".</li> <li>• "It feels like it is a done deal and no matter what we say nothing will change."</li> <li>• "This way of collecting feedback is not great. A town hall session is better as it provides better opportunities to hear from the City in a presentation format."</li> </ul>

## Verbatim Comments

Verbatim comments presented here include all input, suggestions, comments, and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to the project team to be considered in decision making for the project.



# Westbrook Communities LAP - Reconnect

What We Heard & What We Did Report

December 2024

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the input have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

## Appendix A: Verbatim Comments from Public Engagement

### **Question #1: As your communities continue to evolve, please share any new community improvement ideas you would like to see?**

- Upgrade all parks and green spaces with tree replacement, seats and firepits.
- Playground at Westgate community needs upgrading.
- During West LRT construction the playground on Westwood Drive beside the c-train was removed, could we have another playground in that location?
- Repair the potholes on 8 Avenue, west of 45 Street.
- My family would love to see a splash pad created in the green space behind the Killarney Pool. We have compared sizes of other splash pads in the city, and there is enough space between the parking lot and the playground. Also, we have checked land maps and there are no underground pipes that would interfere with construction. A splash pad aligns with a number of goals of the LAP, including building community, enhancing the outdoor recreational opportunities outside the pool, providing cooling options to families, etc. Another issue my family would like to see addressed is a more gradual pathway connecting the community to the river path at Sovereign Cres SW & 24 St SW. This path is an extremely long and steep section of narrow paved pathway. This is a very popular spot to access the river pathway that enables people to commute downtown/into NW communities. A switchback trail that is wider, and a less steep incline would be more accessible to commuters, bikers, as well as children, families, and individuals who use mobility devices. This improvement also aligns with goals for reducing greenhouse gases and improving accessibility of green spaces to our community.
- Cleaning up the garbage on the streets and the area around the Westbrook LRT station. What a mess.
- This survey feels insulting. Many, many residents feel frustrated and angry over the rezoning process. We feel disrespected and disregarded. The city is allowing developers to destroy everything we like about our neighbourhood. Those developers aren't the ones who live here, so why do they end up choosing what our neighbourhood becomes? I now face the very real possibility that if the property to the south of me is sold, I will no longer be able to garden in my yard and my solar panels will be useless, because that property will likely become an enormous new build that blocks the sunlight. We've seen it happen again and again and nothing stops it. Why am I supposed



to be excited about upgrading streets and transportation networks in this situation? This survey completely ignores, yet again, the things residents truly find important and are concerned about.

- Spruce Drive SW and 37 Street SW both have increasing high density adjacent to high-speed roads. Spruce Cliff has a huge number of infills and multi family units with even more in progress along connector corridors. For the safety of our community members the speed limits on both these roads needs to be reduce to 40 km/hr. Also, the noise factor impacts the lives of the residents. Does our health and safety not count? Is it more important that through traffic to neighbouring communities saves a few minutes to reach their destination? Do you regard speed a higher priority to people's lives? We also need a 4 way stop at the intersection of Spruce Drive and 8th Avenue SW to allow people to cross the street safely. Work MUST be done at the corner of Bow Trail and 37th Street SW. The sidewalks are too narrow and the signal post on the NE side of the intersection is placed incorrectly as it protrudes onto the already narrow sidewalk. We are missing numerous sidewalks which has been repeatedly bought to the city's attention with no response or action.
- I 100% do not believe you report any of the negative feedback. You're filtering and ensuring a performance payment based on your individual scorecard for the year and accomplishing this disaster of a program.
- All of the administration under Dogleish should be ashamed of your behaviors and misinformation spreading."
- Provide pathways between long roads without a break. If the demolish several houses and a pathway is needed, can they ask for it from the developer.
- I would like to see paving of backlands mandatory. They're so messy and unkempt in Glenbrook and the waste bins are everywhere.
- More planted boulevards and traffic calming where more traffic will occur.
- The current city council and mayor will approve whatever they want so any community input is MOOT.
- It is sad to see the City of Calgary standing in the way of progress in the area around the Westbrook Transit Station.
- For a city with a "housing crisis" this is a prime location to build potentially thousands of affordable apartments or condominiums (if high rises are constructed) with great access to public transit.
- Is there a reason why the City refuses to sell the land to a developer?"
- Still waiting for something to be done with the Westbrook Wasteland (i.e. the area around the Westbrook train station). This area is littered with homeless people, garbage, etc and is a major eye sore, not to mention the obvious safety concerns created by drug paraphernalia and questionable individuals.
- Is the city just planning to sit on this prime real estate indefinitely? This property should be sold at a reasonable price to a developer to encourage the development of this property."
- The integrity of neighbourhoods needs to be retained. I live in a predominantly single family home neighbourhood, and while some development is to be anticipated and welcomed, it should align with the feel of the community. For example, one development would see 28 units replace three households, which significantly reduces the canopy, allows less absorption of rain due to the imprint of the development and puts a strain on infrastructure. I would much rather see 10-12 units which would keep some green space.
- Linear Park structure for walking route from LRT station north to 8th Ave & east to Hemlock Cr SW .SAFETY- this route has higher adjacent densities than most in the plan area including developments with lots of kids- the painted line bike lanes of 2012 visually widened the street - adjusting speed off higher speed traffic off Bow Trail going north or those running to the visible (from



8th Ave) intersection green traffic light going south makes this very unsafe for all. The linear park needs to wrap the golf course lands going east on 8th Ave as this is the walking /cycling route from the higher density street Hemlock Cr.

- Park furniture needs to be added in more accessible to paved streets / sidewalk spots in the local community park areas / walking routes - North end Spruce Dr, seating / tables closer to the street access along Cedar Cr SW and in the corner park at 608 Poplar Rd.
- Street design need modifications on the north curve sections of Spruce Drive - to reduce speeds and connect the walking route from Cedar Cr to the north end road boulevard along Spruce Drive to 37th St .
- The intersection at Spruce Drive and 37th st needs a donut and other features to improve pedestrian crossing visibility and safety.
- The pedestrian environment around the CBE site at Spruce Dr / 3rd Ave and Poplar Rd needs upgrades to conditions similar to those found in other school sites in the plan area - curb extensions / ramps and marked crossings.
- The regional pathway along Bow Trail east of 37th street needs a low wall to protect people from the flying road muck. - that pathway needs to be extended to 38th Street.
- The Engineered walkways are in dismal condition and unsafe - trip hazards, overgrown vegetation, and noxious weeds, and have no ground level lighting - 37 to 36th at approx. 7th Ave, Tamarac to 36th St, and Willow to 37th St SW."
- I care for my niece and nephew who live in your neighbourhood. I really think you need to focus on bike and pedestrian walkways. Your neighbourhood feels extremely dangerous with its straight roads and some bad blind corners. Plus, you have many parks and having easier and safer marked ways to get there would make me feel better.
- Traffic mitigation is the only thing I care about. Please bring more people to our communities BUT with the understanding I want my kids to be able to walk around, go to stores, bike all around Killarney. We need safer streets. People are driving way to fast, there is very limited design around pedestrians/cyclists. Healthy urban communities are vital. Centring this around cars is a bad long term strategy.
- Less traffic less housing
- Improve to neighbours.
- Assuming the future of the mall area is highrises, all highrises and no place for people to go (stores, cinemas, restaurants) make for a dull neighbourhood. A park n ride would be helpful. Enforced hours on the Spruce Cliff basketball courts (tired of 1 am basketball games). Maintenance of character businesses (Heritage Deli, the framing shop, the Mediterranean and Asian supermarkets, Pie Junkie) would be valuable. Restoration of a cafe to the CTrain station (there had previously been one in the library).
- I would like to see a reduction in the homeless encampments surrounding the Westbrook LRT station. I would like to see a larger police presence in the Westbrook LRT area.
- the endless construction and torn up pavement due to utilities relocate is ridiculous. The new town houses are more expensive per unit than the old single family homes. This does not help the "housing crises" it just flips lots for developers to make more money and my taxes to go up. can't wait for this council to get flushed.
- "The reasoning bylaws are not welcomed and should have been held to
- A plebiscite. My restricted single family lot now has a 9 plex trying to get in next door. I am on a cul de sac and everyone in the area is in an uproar."



- Traffic on 45th Street SW between Richmond Road and 17th Avenue SW seems to be considerably more than was discussed at the open houses. While I appreciate the traffic signs reducing the speed limit to 40 kph outside of the playground zones, drivers have learned that there is little or no enforcement of the speed limits. I'm guessing that probably less than 50% of traffic even pays any attention the 40K signs- with many not even slowing down at the playground zones. I will be asking in a separate email to my alderman and to police traffic for traffic speed mitigation and follow up enforcement.
- We live in Rosscarrock and are now worried about the impact of the blanket rezoning. We recently bought a house in this community, but not do not want to live next to a large multiple family building - duplexes are OK.
- This is the most convoluted presentation of what is and what is not, or what may happen.
- These surveys are a big joke. You don't listen to the people who actually live in these neighborhoods. Everything you have in mind is already a done deal. You only put this out to go through the hoops and pretend to engage.
- You are destroying established areas with unwanted development. Council spent 2 weeks listening to people rally against city wide rezoning then voted it in anyway.
- Currently the area of Westbrook LRT station along 17th is a big open, boring dead grass area. It would be amazing to put trees there and make it a walkable enjoyable place for the neighbourhood.
- As a resident of Killarney, I would like to see improvements to the current retail that exist already, but is exact retail that warrants undesirable crime and loitering (i.e. Walmart, McDonalds, the library/unofficial shelter), Shoppers Drug Mart. This type of retail makes these areas incredibly undesirable to visit and raising issues of safety. An example is thinking about the Calgary Co-op Midtown Food Centre. Imagine what that parcel of land would be like if didn't appeal to an upper-class consumer? When I lived downtown, I willingly went to the Co-op over the Safeway on 12th because of safety concerns (this was before Safeway downtown got a makeover). If you want to do this right, people from all over Calgary, and especially in the targeted LAP communities, must feel like there is a good enough reason to go to Westbrook area and shop/spend their money, or else they will just go to Signal Hill Shopping Centre because it is guaranteed to be safe there.
- I am a 29 female homeowner in Killarney and the community improvements I would like to see here are a direct reflection of some of the improvements Bridgeland has seen over the years. I moved back to Killarney after living in Bridgeland for a few years and have drastically noticed the importance that foot traffic and populated areas make on the safety of an area. For example, Murdoch Park is not far away from some of the more unsafe areas of East Village, yet due to the extremely high foot traffic areas, I (as a female) feel incredibly safe by the park as compared to a 1km closer to the Bow River. In perspective, I do not feel safe anywhere near Westbrook Mall and Westbrook Train station and would certainly not walk around there sunset. In fact, its not just me, absolutely no one walks around there because no one wants to be alone in an overgrown field with people loitering and staring at you. I would absolutely love to see a portion of the land around the train station be dedicated to a multiuse park (basketball court, playground, field, etc) for pick-up sports and then buildings surrounding the park and then surrounding it high density buildings to really maximize the areas use. There also has to be main floor shops that really draw in people to want to hang around there. In Bridgeland (for inspiration) there is local food and drink: Starbucks, Village Ice Cream, Made by Marcus, Una, etc. It certainly cannot be just buildings gyms and dentists, liquor stores and drug stores (unfortunately, this is exactly what was made in East Village and I invite you to please walk around the Superstore downtown and look at the stairs and you will very quickly realize that despite having huge populations living around there, it is absolutely not enough



to make it suddenly safe, in fact the theft, crime and loitering is so bad that half my friends in Bridgeland drive elsewhere to do their shopping because they cannot tolerate it). People have to want to go there, like Bridgeland or Varsity. Please model Westbrook off of Bridgeland/Varsity and NOT East Village or Sunalta. It has to be a positive, curious, experience to draw people from all over the city to come and hang out there, because it is that experience which makes everyone else's experience safer and more enjoyable, and more likely to return and tell friends/family. Westbrook is an insanely good opportunity to make something really great out of prime real estate and the surrounding communities are in of a makeover to appeal to families. In my opinion, to keep it simple, Westbrook needs 1. a popular park (especially if high density buildings are being surrounded by it) so that people who live in these buildings have a place to enjoy fresh air and activity and 2. a place where people can feel SAFE and hang out, socialize, people watch, dog walk, stroll with family, etc., because right now, if you were to walk around there as the sun is going down, I can promise that you would not feel safe and would certainly not return unless you absolutely had to.

- No condo buildings, please!
- The entire Westbrook mall Dollarama mall and Westgate train station is a huge piece of valuable land that could be revitalized in a way that university district was. Good commercial properties with good cafes, restaurants, stores, parks and multi style homes could be put in. There is a Train station, lots of land and already larger higher apartments in the area. Leave our residential areas alone and start buying run down low budget malls that attract crime and make them useful. Make Westbrook a university district!
- as mentioned.
- I think Westbrook mall should be torn down and rebuild it with a mall on the ground floor and apartment housing high rise.
- This is important to me because Westbrook mall is a hub for homeless people, people with mental issues, people with drug issues and it's just not safe. Due to the fact that there's an LRT station and several busses stop there, it's very high with pedestrian traffic that have to be inflicted with insecurity. Every day law abiding citizens that pay taxes are stuck with harassment by someone who isn't mentally well for some reason or another. Many times, people have to walk across a dangerous parking lot to be able to get to Walmart at Westbrook mall where people are openly doing drugs, selling drugs, flashing knives etc."
- Complete the missing sidewalks around the Westgate school site (south side) so it's more walkable. Consider more local community off leash areas. Build more affordable housing.
- I would like to see more garbage containers along major streets and pathways. (17 Ave. S.W.)
- Then when I pick up other people's garbage, I won't have to carry it all the way home to find a container. It may encourage some people to not litter.
- I would like to see trees planted by the City to be maintained and not left to die and then removed. It gives the illusion that the City cares and trees are being removed at a too fast rate with increased density in older neighbourhoods.
- With increased density I would like to see some attempt at accessible housing being incorporated into building plans. Not everyone is young and or fit."
- Pls. ensure all sidewalks in Wildwood are repaved, wider and all sidewalks have curb cuts. We're living in year 2024 & I've rarely gone for "walks" in my electric wheelchair since I moved to Wildwood 9 years ago. And it would be so good if the city paved my alley on Windermere Rd. so my Calgary Access rides don't cause headaches, excess bouncing and better accessibility for all. Thank you so much!
- N/a



- Keep shopping carts out of neighborhoods.
- Keep grass on green spaces cut and trimmed so that it is not growing onto the sidewalks.
- Westbrook Mall needs a complete overhaul. The area feels dated, lacking amenities, and unsafe. Add more restaurants, shops, bakeries etc.
- "Development within the Westbrook community's local area plan should be done with pragmatism and not a sense of disrespect to the area. These communities are established and have their own personality which should be valued; not over-ruled and re-written to satisfy the desires of developers. These areas should not have the same density as other areas and should be recognized for the personality that they are - of being peaceful and an actual neighbourhood where families want to live with generous greenspace.
- The proposals for the 47th street development off 17th ave in Westgate is a perfect example of disrespecting the area, with its massive increase to density, strain on infrastructure and spiritless design.
- I would submit that these areas should be limited in the number of townhouse units that are built, and that there is a focus on single family dwellings more than multi-family units as has been submitted.
- It would be great to see a bike separated bike and walking pathways across the entire local area. The new path along 37th is nice but once it ends you can be left in an awkward spot. It would be nice to have pathways that could actually get you all the way to where you wanted to go. For example, having the path along 37th continue south all the way to North Glenmore Park and north all the way to the river pathway along the Bow. Also, the road down to Edworthy Park needs to be made into something that is safe for walking and cycling. As it is that road is inconvenient and dangerous for everyone, driving, biking, and walking.
- Petty crime goes unchecked in Calgary. We have been broken into, a victim of a hit and run, personally threatened, and witnessed drug use and theft on our neighbourhood during broad daylight. The police seem bothered that we even make a report. Our sense of personal safety is important to us and our perceived quality of living. Tolerating crime only makes it worse. The Police should be instructed to take a compassionate but zero tolerance attitude to crime.
- I would like to see the speed limit in Glenbrook slowed down to 40 km/h. As an inner city community, we get a lot of traffic going through, on their way to somewhere else. Sometimes they use our neighbourhoods as 'shortcuts'. To discourage this the speed should be slower than a thoroughfare.
- Maintain and enhance park space as outlined in the MDP. Actively push toward the 2ha per 1000 people as outlined in the Municipal Development Plan.
- Ensure that the designated bike pathways that connect Westbrook Communities to downtown are well maintained. Proper lighting, surfacing is important for safety reasons. Ensure transit operates effectively and safely so that ridership increases. Keep green and park and spaces clean and safe so that people can connect to the community in which they live. Improve sidewalks that have reached their end of life in communities like Wildwood.
- Clean up and reinvigorate Westbrook Mall, Bow Trail, and 17 Avenue (like Kensington, Bridgeland, Inglewood, and Mission). Continue improving, expanding, and prioritising active commuting infrastructure.
- Would like to see a MUP connection on the north side of Bow Trail from the red bridge to Spruce Drive. Would also like to see Spruce Drive bike lane turned into a cycle track.
- Lighting to address open drug use in our parks.
- Safe streets enhancements. I would support a temporary housing like nightly safe spaces for homeless people that would hopefully draw them from camping in the neighborhood. Currently the



serious influx of homeless people creates a serious issue of safety. With the advent of the LRT we have seen our prowling, theft (my car was recently stolen, but this also includes car, yard and garage break-ins. perhaps more lighting or less friendly streets with all the benches on the intersections and random streets that are not used by neighborhood people could be removed. Or a police station that was close to the Westbrook LRT.

- See question below.
- -Spruce Drive desperately needs protected bike infrastructure. It feels very dangerous to cycle on.
- -The top of Quarry Road Trail is destroyed by washout every rainfall and should be upgraded to asphalt at least up to the golf course entrance to reduce issues.
- -Would love to see a fit park or other activation in Cedar Cres Park
- -Would like to see a MUP connection on the north side of Bow Trail from Spruce Drive to the Chinook Arch bridge.
- Buy some white paint and get the city's fab. shop to build a few dozen pedestrian crosswalk signs to be installed at all the intersections along 17 ave. , as the day of the oxymoronic idea of ""unmarked ped. crossings"" is long passed it's best before date. The idea is nothing less than a trap for pedestrians on main routes (17 ave., 37 st., perhaps others) . Enforce the 50 k/h on 17 ave. About 5 - 10 % of traffic on this route do the 50. Most do 60-80 k/h and some do 90 and 100 ! DAILY. I've had dozens of drivers honk their horns as I'm crossing, and some will stay on the gas and pass me in the opposing lane of traffic if the see no opposing traffic. Doing 70 -90 k/h!
- Install the access ramps at the 28 st and 17 ave intersection that were not installed as per all other intersections in 2022, including T intersections as 30 st and 26 A st .
- Remove the playground zone on 29 st, north of 17 ave, as the 30 k/m speed is either not noticed or not adhered to by about 50 % of the drivers, and never enforced by CPS . I've never seen a single vehicle having been stopped/pulled over there since they installed the zone. On 2 occasions I had to phone in to 311 to notify the city that the northbound sign for the zone was lying on the ground or out-right missing for at least a month the second time and 2 mths. the first.
- Fire any and all the retards involved in the decision to extend all the curbs at all the 17 ave intersections that removed FLUIDITY in my neighbourhood. Do ANY of those people LIVE HERE? Remove all the curb extensions that illuminated right-hand turns. And re-install the left-hand turn lanes at 37 st and 26 ave (north and south), again, for FLUIDITY. All it takes are a few straggling pedestrians, N., S., and a bus parked at its' stop with more pedestrians headed for the crossing, and there's gridlock on a green light . 3,4,5 vehicles get through. Not so bad in a town of 1500 citizens. No good in Calgary today. What were they thinking? Obviously not much. They collect the salaries and go along their merry way. 37 st and 17 ave is another beauty where they removed the right-hand turns for no good reason. I've lived in this area for 37 yrs. and everything was fine until they brought in the bovine scatologists, and paid them a premium, I'm sure. The only problem we had was with transients and midnight thieves.
- Please add flashing cross walk lights and /or yellow in-road cross walk sign at the existing crosswalk at 26th Ave SW and 49th Street SW. MANY children use this crosswalk to get to St Greg's school, CCS high school and Glenmeadows elementary school. The extended curbs are helpful, but many drivers still fail to stop for kids at this intersection. More support is needed for these students.
- Stop blanket rezoning which is destroying communities.
- I would like to see the city take responsibility for builders who harass residents of single family homes in order to persuade them to sell, especially when they deliberately destroy parts of neighbouring properties under the guise of the city redevelopment plan. This happened to me personally.



- More local retail interspersed throughout the community, especially in Killarney. I'd love to be able to walk down the block and grab a coffee or some light groceries.
- There is a 30k zone on Westminster DR SW that needs to be extended to improve public safety. The current sign is in the area of 202 Westminster DR SW which is around a bend. This leads to drivers not seeing the sign as they are focused on the turn in the road. The sign should be moved 200 yards south so that drivers have to slow down before the bend.
- Transit/Calgary Police station on main floor of building at Westbrook station. Remove grass + decorative grasses along 17th Ave. Fill in with cement. Its never maintained. Remove trees along 17th Ave that block site lines for traffic coming out of shaganappi.
- More accessible housing - one floor living. Maintaining green space - private & public (climate change issues). Providing adequate parking (off street). Take care of tree canopy.
- Seating @ parks in Westgate. 8 AV/ Westwood DR plus Fire Pits. Westminster DR/Westminster Cres. Green space Warwick DR. Island east of 46 ST. This is important as we have a mix of young families and seniors. Seating is necessary for residents to meet & relax.
- We do NOT want this to happen. The developers are NOT doing well at all and we are NOT happy. Sad!!
- Ensuring the mature canopy is maintained! When you say you are encouraging developers to keep - they don't so please ensure that mature trees are kept!
- Westgate CA - external upgrades (outdoor patio space & community garden)
- Park up by 8th Ave - adding fire pits for community gathering.
- Glendale - traffic calming measures - as density increase the community experiences shortcutting on 38th Street SW and increase speed and traffic on 26 AVE SW and 45 St SW.
- Move NICHOLL Family library to an appropriate family - friendly location. Currently do not use and go to outside community libraries due to safety concerns. Increasing security is not improving safety. Just displaces temporarily. Encourage McDonalds on 17 Ave to not be open 24/7.
- On Westwood DR & Sarcee Trail by Ctrain tracks, there used to be a playground It would be nice to have one there again & fire pit & benches.
- You need to go to four cars per train, three isn't enough for the ridership.
- The tall grasses on the corners of 17th Ave (on the west and east sides of Killarney Pool, Scotiabank, etc) make it really hard to see if you are in a smaller or lower car, it's unsafe. Move them back or cut them back. I'm in an SUV and I can't see around them. (the uncontrolled intersections)
- At the moment I don't even feel like I can submit any feedback because I'm having trouble imagining what our community might look like, whether all these people will actually come and what we might need in the future.
- We'd like the maintenance and improvements of our parks and greenspaces to actually follow through.
- Pinching off the side streets to narrow off the traffic but it's just making it harder for locals to get in and out. I don't understand that at all.
- Trees and shrubs along 17th Ave were impeding sight lines and now they're cut down. Trees shouldn't be blocking your view of the road, that's not safe. The pots and grasses aren't maintained, if that's not going to be done then just cement it or widen the sidewalks.
- Westbrook right now looks like a dump. The City should have transit police on the main floor of the LRT station to see who's going through there and the library.
- Co-op housing should be considered more.



- Infrastructure upgrades to handle the increase in density.
- More schools in the area so children do not need to be bussed to other schools outside the area.
- Better transit system to help people move around easier and don't have to go downtown and then from there again take another train/bus to go to another area.
- More housing options for different generations.
- The Westbrook mall area needs a redevelopment.
- Better parking and traffic solutions.
- Improve infrastructure in the Westbrook area.
- Increase density by Westbrook Mall as there is a lot of space there.
- EV vehicles infrastructure.
- Protect the parks in Westbrook.
- Protect mature trees because it is very important to our health.
- Trees along Spruce Drive are not looking healthy and need attention.
- The area between Wildwood Drive and Walnut Drive there are flooding issues.
- Drainage issues on Wildwood Drive.
- Traffic calming for Spruce Drive.
- 45 Street by Wildwood school needs a bike lane because it is very dangerous.
- More recreation opportunities as with higher density, more people will live in the area and will need recreational spaces.
- I understand that we need more housing, but we already have full of infills and parking problems in my neighbourhood. Yet, developers are proposing an eightplex with four garages and four bike stalls. And you know garages aren't used for parking. Why approve that development if the parking is already a problem?
- Is The City is looking at the canopies that we have? All trees have been removed. 13 trees on the lot next to me, all gone. They are replaced with shrubs. Isn't that contradictory to the climate change policy and protecting the environment? When you speak to the developers, they say The City is encouraging to build eightplexes and removing trees. This is not the neighbourhood that I grew up in.
- I'm shaking my head because this community is very nice. We've done renovations, too; we don't want our neighbourhood to change.
- The Westbrook LAP came out two years ago and it had R-CG areas somewhere on the map, but now it's everywhere.
- Why are we destroying homes and building duplexes and fourplexes?
- On 45 St SW between 17 Av SW and Bow TR SW, there have been up to four-storey apartment buildings.
- Why are they not happy with bungalows?
- What is affordable housing? Show me what development has happened that's affordable.
- Developers aren't selling affordable housing. Fourplexes are going for about \$900k each.
- How does The City's existing infrastructure manage to handle additional housing that the new zoning would require?
- What are the main factors of people living less in communities and decreasing population in these neighbourhoods?
- My concern is also about the effect of additional density on my property value. My property value has been going down, but my taxes are going up.



- There's increased density if you take down a bungalow and cram non-accessible houses with no parking, assuming that people will take the LRT by themselves at night, which is not happening. Where will future developments' parking going to be?
- There's development on 17 Avenue and across from the police station, 12 units (6 up and 6 down). The way that the developers are getting around the parking is by putting bicycle stalls instead of car stalls.
- People will be parking in front of neighbours' properties and streets.
- I have a single-family home, and if I decide to build four townhouses, how is this R-CG making it easier? Why do I still see the posts all the time? I'm just curious.
- If a single-family home is replaced by multiple units of townhouses, they will have less bedrooms compared to the price you pay for. So if you add them up by square footage and number of bedrooms, it's actually more expensive. How's that still cheaper?
- Affordability is a pilot crap. It's about developers making money. There won't be room for trees. They haven't maintained the trees in our yard.
- This is so contradictory that there is a program to protect the trees, yet they are removing the trees. They haven't done any maintenance near us.
- An assisted living building got bulldozed in the area for a new development, how's that affordable?
- Please plant some trees.
- Calgary canopy guys were saying that you need a permit to remove trees. Did the people who removed the trees get permits?
- The City is encouraging planting more trees, but new developments are so crammed that there is no rooms for trees.
- The existing parks and green spaces, they are not touchable, right? Would the schools remain?
- There was a school in Kingsland that was closed down and now they are putting in more living accommodations. Are there going to be no children there?
- For the AMA site by 45 Street Station, has there been a development permit for that site? I heard that there will be a 12-storey building going in there. We don't want that.
- About the development thing, why is it so hard to understand? Isn't there a way to make it easier? Even for the approval process, I couldn't understand what my alderman was saying about the development. It seems really complicated. It would be nice to have photos available and try to simplify what they are doing in the area so that people can envision what's going in the development.
- Each time a developer comes in, they dig up the sidewalks for construction and they try to repair them, but there are dips all along the streets. What's the developer's responsibility for that? It's fine initially, but after six months, there are dips. The City is putting responsibilities on people who've lived there for fifty years. You're stressing the people who are already in the neighbourhood instead of the people who are coming in new.
- How effective are restrictive covenants?
- Does it matter if a property has a laneway or not to build townhouses or rowhouses?
- If affordability is about being \$800k townhouse, but a bungalow is going for \$800k already.
- The biggest confusion is that they already made an LAP but now The City is changing all the zonings.
- The R-CG description has density of 75 units per hectare, but my property information only has square metres, square feet, etc., but not in per hectare. It would be great if you could have descriptions in hectare units in my property information as well or have them aligned together.



- People from Altadore and South Calgary are moving here because they like the tree canopies.
- There is poor communication between users of the community park. Parking was a major issue when there were kids playing baseball. Garbage and toilets were problems. They didn't have enough on the community lot. I think it was poorly planned. They need more garbage bins and porta-potties for the events.
- Some of the people who use the park take up the entire space.
- I wouldn't be against the rowhouses if the property has an alley. There is so much traffic. People around C-Train going onto people's properties and trying to break things. We will also lose privacy. But we don't really want to move away because we have been in the community for 50 years. I don't want to go back to doing renovations again.
- Another big concern is that there will be just one window in the basement for a new development that I saw.
- We want to have a safe place without all the noise and congestion.
- I heard there will be parking for a couple of stalls, but where are the rest of the people going to park?
- My grandson who takes transit says security is not good. In Melbourne, Australia, they have security guards at every station.
- We've heard there is a mix of seniors and kids in the community and a lot of people walk. We (Community Association) are going to put two benches and plant pots like Rosscarrock so that people can just sit out in front. We are also looking into fire pits.
- The Shawnessy community got benches with seats, a total of 60 of them all around the neighbourhood, which would be nice here as well.
- I've been noticing how many young families have moved in or built up in the community. Half of the new people living here are young families now.
- We need to have speed bumps on 47 Street. Some drivers are making loud noises every weekend. They seem to be better now, but because it's basically a freeway, it's really loud and I've been hearing breaking noises.
- There are 27 kids on my street and there were only five kids when I was living here before.
- Rosscarrock is very much changing.
- We are at a corner site and drivers come up on 47 Street. When we are parked right there, sometimes we cannot get off to the street because people are flying out there.
- Someone hit my car and she said she didn't see the stop sign and she was in a hurry to pick up her kids.
- This 4-way stop at 8 Avenue and 45 Street, you've got to make sure people stop there. It was a straight-through until four years ago, so some people are still not used to it.
- It will be great if you could simplify the LAP document for us ordinary people to understand. It is a 100+ page document with loads of technical terms. I suggest you do a summary of what is what.
- Maintain the giant plant pots or remove it. It looks terrible if not maintained.
- Some plants around sidewalks are not maintained. Remove the plants and widen the sidewalks.
- Establish a satellite police/transit police station at the Westbrook station. It should be on the main floor and highly visible.



## Question #2: Do you have any additional comments or questions to share about the Westbrook Communities Local Area Plan?

- Upgrade all parks and green spaces with tree replacement, seats and firepits.
- Playground at Westgate community needs upgrading.
- During West LRT construction the playground on Westwood Drive beside the c-train was removed, could we have another playground in that location?
- Repair the potholes on 8 Avenue, west of 45 Street
- My family would love to see a splash pad created in the green space behind the Killarney Pool. We have compared sizes of other splash pads in the city, and there is enough space between the parking lot and the playground. Also, we have checked land maps and there are no underground pipes that would interfere with construction. A splash pad aligns with a number of goals of the LAP, including building community, enhancing the outdoor recreational opportunities outside the pool, providing cooling options to families, etc. Another issue my family would like to see addressed is a more gradual pathway connecting the community to the river path at Sovereign Cres SW & 24 St SW. This path is an extremely long and steep section of narrow paved pathway. This is a very popular spot to access the river pathway that enables people to commute downtown/into NW communities. A switchback trail that is wider, and a less steep incline would be more accessible to commuters, bikers, as well as children, families, and individuals who use mobility devices. This improvement also aligns with goals for reducing greenhouse gases and improving accessibility of green spaces to our community."
- Cleaning up the garbage on the streets and the area around the Westbrook LRT station. What a mess.
- This survey feels insulting. Many, many residents feel frustrated and angry over the rezoning process. We feel disrespected and disregarded. The city is allowing developers to destroy everything we like about our neighbourhood. Those developers aren't the ones who live here, so why do they end up choosing what our neighbourhood becomes? I now face the very real possibility that if the property to the south of me is sold, I will no longer be able to garden in my yard and my solar panels will be useless, because that property will likely become an enormous new build that blocks the sunlight. We've seen it happen again and again and nothing stops it. Why am I supposed to be excited about upgrading streets and transportation networks in this situation? This survey completely ignores, yet again, the things residents truly find important and are concerned about.
- Spruce Drive SW and 37 Street SW both have increasing high density adjacent to high-speed roads. Spruce Cliff has a huge number of infills and multi family units with even more in progress along connector corridors. For the safety of our community members the speed limits on both these roads needs to be reduce to 40 km/hr. Also, the noise factor impacts the lives of the residents. Does our health and safety not count? Is it more important that through traffic to neighbouring communities saves a few minutes to reach their destination? Do you regard speed a higher priority to people's lives? We also need a 4 way stop at the
- intersection of Spruce Drive and 8th Avenue SW to allow people to cross the street safely. Work MUST be done at the corner of Bow Trail and 37th Street SW. The sidewalks are too narrow and the signal post on the NE side of the intersection is placed incorrectly as it protrudes onto the already narrow sidewalk. We are missing numerous sidewalks which has been repeatedly bought to the cities attention with no response or action.



- I 100% do not believe you report any of the negative feedback. You're filtering and ensuring a performance payment based on your individual scorecard for the year and accomplishing this disaster of a program.
- All of the administration under Dogleish should be ashamed of your behaviors and misinformation spreading."
- "Provide pathways between long roads without a break. If the demolish several houses and a pathway is needed, can they ask for it from the developer.
- I would like to see paving of backlands mandatory. They're so messy and unkempt in Glenbrook and the waste bins are everywhere.
- More planted boulevards and traffic calming where more traffic will occur.
- The current city council and mayor will approve whatever they want so any community input is MOOT.
- "It is sad to see the City of Calgary standing in the way of progress in the area around the Westbrook Transit Station.
- For a city with a "housing crisis" this is a prime location to build potentially thousands of affordable apartments or condominiums (if high rises are constructed) with great access to public transit.
- Is there a reason why the City refuses to sell the land to a developer?"
- "Still waiting for something to be done with the Westbrook Wasteland (i.e. the area around the Westbrook train station). This area is littered with homeless people, garbage, etc and is a major eye sore, not to mention the obvious safety concerns created by drug paraphernalia and questionable individuals.
- Is the city just planning to sit on this prime real estate indefinitely? This property should be sold at a reasonable price to a developer to encourage the development of this property.
- The integrity of neighbourhoods needs to be retained. I live in a predominantly single family home neighbourhood, and while some development is to be anticipated and welcomed, it should align with the feel of the community. For example, one development would see 28 units replace three households, which significantly reduces the canopy, allows less absorption of rain due to the imprint of the development and puts a strain on infrastructure. I would much rather see 10-12 units which would keep some green space.
- Linear Park structure for walking route from LRT station north to 8th Ave & east to Hemlock Cr SW. SAFETY - this route has higher adjacent densities than most in the plan area including developments with lots of kids- the painted line bike lanes of 2012 visually widened the street - adjusting speed off higher speed traffic off Bow Trail going north or those running to the visible (from 8th Ave) intersection green traffic light going south makes this very unsafe for all. The linear park needs to wrap the golf course lands going east on 8th Ave as this is the walking /cycling route from the higher density street Hemlock Cr.
- Park furniture needs to be added in more accessible to paved streets / sidewalk spots in the local community park areas / walking routes - North end Spruce Dr, seating / tables closer to the street access along Cedar Cr SW and in the corner park at 608 Poplar Rd.
- Street design need modifications on the north curve sections of Spruce Drive - to reduce speeds and connect the walking route from Cedar Cr to the north end road boulevard along Spruce Drive to 37th St.
- The intersection at Spruce Drive and 37th st needs a ""donut"" and other features to improve pedestrian crossing visibility and safety.



- The pedestrian environment around the CBE site at Spruce Dr / 3rd Ave and Poplar Rd needs upgrades to conditions similar to those found in other school sites in the plan area - curb extensions / ramps and marked crossings.
- The regional pathway along Bow Trail east of 37th street needs a low wall to protect people from the flying road muck. - that pathway needs to be extended to 38th Street.
- The Engineered walkways are in dismal condition and unsafe - trip hazards, overgrown vegetation, and noxious weeds, and have no ground level lighting - 37 to 36th at approx. 7th Ave, Tamarac to 36th St, and Willow to 37th St SW."
- I care for my niece and nephew who live in your neighbourhood. I really think you need to focus on bike and pedestrian walkways. Your neighbourhood feels extremely dangerous with its straight roads and some bad blind corners. Plus, you have many parks and having easier and safer marked ways to get there would make me feel better.
- Traffic mitigation is the only thing I care about. Please bring more people to our communities BUT with the understanding I want my kids to be able to walk around, go to stores, bike all around Killarney. We need safer streets. People are driving way to fast, there is very limited design around pedestrians/cyclists. Healthy urban communities are vital. Centring this around cars is a bad long term strategy.
- Less traffic less housing
- Improve to neighbours.
- Assuming the future of the mall area is high rises, all high rises and no place for people to go (stores, cinemas, restaurants) make for a dull neighbourhood. A park n ride would be helpful. Enforced hours on the Spruce Cliff basketball courts (tired of 1 am basketball games). Maintenance of character businesses (Heritage Deli, the framing shop, the Mediterranean and Asian supermarkets, Pie Junkie) would be valuable. Restoration of a cafe to the CTrain station (there had previously been one in the library).
- I would like to see a reduction in the homeless encampments surrounding the Westbrook LRT station. I would like to see a larger police presence in the Westbrook LRT area.
- the endless construction and torn up pavement due to utilities relocate is ridiculous. The new town houses are more expensive per unit than the old single family homes. This does not help the "housing crises" it just flips lots for developers to make more money and my taxes to go up. can't wait for this council to get flushed.
- The reasoning bylaws are not welcomed and should have been held to
- A plebiscite. My restricted single family lot now has a 9 plex trying to get in next door. I am on a cul de sac and everyone in the area is in an uproar."
- Traffic on 45th Street SW between Richmond Road and 17th Avenue SW seems to be considerably more than was discussed at the open houses. While I appreciate the traffic signs reducing the speed limit to 40 kph outside of the playground zones, drivers have learned that there is little or no enforcement of the speed limits. I'm guessing that probably less than 50% of traffic even pays any attention the 40K signs- with many not even slowing down at the playground zones. I will be asking in a separate email to my alderman and to police traffic for traffic speed mitigation and follow up enforcement.
- We live in Rosscarrock and are now worried about the impact of the blanket rezoning. We recently bought a house in this community, but not do not want to live next to a large multiple family building - duplexes are OK.
- This is the most convoluted presentation of what is and what is not, or what may happen.



- These surveys are a big joke. You don't listen to the people who actually live in these neighborhoods. Everything you have in mind is already a done deal. You only put this out to go through the hoops and pretend to engage.
- You are destroying established areas with unwanted development. Council spent 2 weeks listening to people rally against city wide rezoning then voted it in anyway.
- Currently the area of Westbrook LRT station along 17th is a big open, boring dead grass area. It would be amazing to put trees there and make it a walkable enjoyable place for the neighbourhood.
- As a resident of Killarney, I would like to see improvements to the current retail that exist already, but is exact retail that warrants undesirable crime and loitering (i.e. Walmart, McDonalds, the library/unofficial shelter), Shoppers Drug Mart. This type of retail makes these areas incredibly undesirable to visit and raising issues of safety. An example is thinking about the Calgary Co-op Midtown Food Centre. Imagine what that parcel of land would be like if didn't appeal to an upper-class consumer? When I lived downtown, I willingly went to the Co-op over the Safeway on 12th because of safety concerns (this was before Safeway downtown got a makeover). If you want to do this right, people from all over Calgary, and especially in the targeted LAP communities, must feel like there is a good enough reason to go to Westbrook area and shop/spend their money, or else they will just go to Signal Hill Shopping Centre because it is guaranteed to be safe there.
- I am a 29 female homeowner in Killarney and the community improvements I would like to see here are a direct reflection of some of the improvements Bridgeland has seen over the years. I moved back to Killarney after living in Bridgeland for a few years and have drastically noticed the importance that foot traffic and populated areas make on the safety of an area. For example, Murdoch Park is not far away from some of the more unsafe areas of East Village, yet due to the extremely high foot traffic areas, I (as a female) feel incredibly safe by the park as compared to a 1km closer to the Bow River. In perspective, I do not feel safe anywhere near Westbrook Mall and Westbrook Train station and would certainly not walk around there sunset. In fact, its not just me, absolutely no one walks around there because no one wants to be alone in an overgrown field with people loitering and staring at you. I would absolutely love to see a portion of the land around the train station be dedicated to a multiuse park (basketball court, playground, field, etc) for pick-up sports and then buildings surrounding the park and then surrounding it high density buildings to really maximize the areas use. There also has to be main floor shops that really draw in people to want to hang around there. In Bridgeland (for inspiration) there is local food and drink: Starbucks, Village Ice Cream, Made by Marcus, Una, etc. It certainly cannot be just buildings gyms and dentists, liquor stores and drug stores (unfortunately, this is exactly what was made in East Village and I invite you to please walk around the Superstore downtown and look at the stairs and you will very quickly realize that despite having huge populations living around there, it is absolutely not enough to make it suddenly safe, in fact the theft, crime and loitering is so bad that half my friends in Bridgeland drive elsewhere to do there shopping because they cannot tolerate it). People have to want to go there, like Bridgeland or Varsity. Please model Westbrook off of Bridgeland/Varsity and NOT East Village or Sunalta. It has to be a positive, curious, experience to draw people from all over the city to come and hang out there, because it is that experience which makes everyone else's experience safer and more enjoyable, and more likely to return and tell friends/family. Westbrook is an insanely good opportunity to make something really great out of prime real estate and the surrounding communities are in of a makeover to appeal to families. In my opinion, to keep it simple, Westbrook needs 1. a popular park (especially if high density buildings are being surrounded by it) so that people who live in these buildings have a place to enjoy fresh air and activity and 2. a place where people can feel SAFE and hang out, socialize, people watch, dog walk, stroll with family, etc.,



because right now, if you were to walk around there as the sun is going down, I can promise that you would not feel safe and would certainly not return unless you absolutely had to.

- No condo buildings, please!
- The entire Westbrook mall Dollarama mall and Westgate train station is a huge piece of valuable land that could be revitalized in a way that university district was. Good commercial properties with good cafes, restaurants, stores, parks and multi style homes could be put in. There is a Train station, lots of land and already larger higher apartments in the area. Leave our residential areas alone and start buying run down low budget malls that attract crime and make them useful. Make Westbrook a university district!
- as mentioned.
- I think Westbrook mall should be torn down and rebuild it with a mall on the ground floor and apartment housing high rise.
- This is important to me because Westbrook mall is a hub for homeless people, people with mental issues, people with drug issues and it's just not safe. Due to the fact that there's an LRT station and several busses stop there, it's very high with pedestrian traffic that have to be inflicted with insecurity. Every day law abiding citizens that pay taxes are stuck with harassment by someone who isn't mentally well for some reason or another. Many times, people have to walk across a dangerous parking lot to be able to get to Walmart at Westbrook mall where people are openly doing drugs, selling drugs, flashing knives etc."
- Complete the missing sidewalks around the Westgate school site (south side) so it's more walkable. Consider more local community off leash areas. Build more affordable housing.
- I would like to see more garbage containers along major streets and pathways. (17 Ave. S.W.)
- Then when I pick up other people's garbage, I won't have to carry it all the way home to find a container. It may encourage some people to not litter.
- I would like to see trees planted by the City to be maintained and not left to die and then removed. It gives the illusion that the City cares and trees are being removed at a too fast rate with increased density in older neighbourhoods.
- With increased density I would like to see some attempt at accessible housing being incorporated into building plans. Not everyone is young and or fit."
- Pls. ensure all sidewalks in Wildwood are repaved, wider and all sidewalks have curb cuts. We're living in year 2024 & I've rarely gone for "walks" in my electric wheelchair since I moved to Wildwood 9 years ago. And it would be so good if the city paved my alley on Windermere Rd. so my Calgary Access rides don't cause headaches, excess bouncing and better accessibility for all. Thank you so much!
- N/a
- Keep shopping carts out of neighborhoods.
- Keep grass on green spaces cut and trimmed so that it is not growing onto the sidewalks.
- Westbrook Mall needs a complete overhaul. The area feels dated, lacking amenities, and unsafe. Add more restaurants, shops, bakeries etc.
- Development within the Westbrook communities local area plan should be done with pragmatism and not a sense of disrespect to the area. These communities are established and have their own personality which should be valued; not over-ruled and re-written to satisfy the desires of developers. These areas should not have the same density as other areas and should be recognized for the personality that they are - of being peaceful and an actual neighbourhood where families want to live with generous greenspace.



- The proposals for the 47th street development off 17th Ave in Westgate is a perfect example of disrespecting the area, with its massive increase to density, strain on infrastructure and spiritless design.
- I would submit that these areas should be limited in the number of townhouse units that are built, and that there is a focus on single family dwellings more than multi-family units as has been submitted."
- It would be great to see a bike separated bike and walking pathways across the entire local area. The new path along 37th is nice but once it ends you can be left in an awkward spot. It would be nice to have pathways that could actually get you all the way to where you wanted to go. For example, having the path along 37th continue south all the way to North Glenmore Park and north all the way to the river pathway along the Bow. Also, the road down to Edworthy Park needs to be made into something that is safe for walking and cycling. As it is that road is inconvenient and dangerous for everyone, driving, biking, and walking.
- Petty crime goes unchecked in Calgary. We have been broken into, a victim of a hit and run, personally threatened, and witnessed drug use and theft on our neighbourhood during broad daylight. The police seem bothered that we even make a report. Our sense of personal safety is important to us and our perceived quality of living. Tolerating crime only makes it worse. The Police should be instructed to take a compassionate but zero tolerance attitude to crime.
- I would like to see the speed limit in Glenbrook slowed down to 40 km/h. As an inner city community, we get a lot of traffic going through, on their way to somewhere else. Sometimes they use our neighbourhoods as 'shortcuts'. To discourage this the speed should be slower than a thoroughfare.
- Maintain and enhance park space as outlined in the MDP. Actively push toward the 2ha per 1000 people as outlined in the Municipal Development Plan.
- Ensure that the designated bike pathways that connect Westbrook Communities to downtown are well maintained. Proper lighting, surfacing is important for safety reasons. Ensure transit operates effectively and safely so that ridership increases. Keep green and park and spaces clean and safe so that people can connect to the community in which they live. Improve sidewalks that have reached their end of life in communities like Wildwood.
- Clean up and reinvigorate Westbrook Mall, Bow Trail, and 17 Avenue (like Kensington, Bridgeland, Inglewood, and Mission). Continue improving, expanding, and prioritising active commuting infrastructure.
- Would like to see a MUP connection on the north side of Bow Trail from the red bridge to Spruce Drive. Would also like to see Spruce Drive bike lane turned into a cycle track.
- Honestly, I am defeated. I want purpose-built housing - seniors housing, transition housing that serves people with disabilities, short-term accommodations like hotels, housing for new immigrants, etc. - all the while increasing density and diversity of neighborhoods. Instead, we will get profit driven expensive, poorly built condos that no one can age in place in or raise families in. Sorry to be a bummer but I've been attending these workshops for 25 years and nothing is in place to serve those who need (and lack) housing the most.  
 As background, my experience with urban planning issues in Calgary has included:
  - 1) Acting as Chair of the Development Committee for the Richmond/Knob Hill Community Association during the period from 2010 to 2018; and
  - 2) Acting a resident representative for the Community of Glendale on the Working Group for the Westbrook Communities Local Area Plan during the period from 2020 to 2023.



- Generally speaking, I supported the proposal to make R-CG the base land use district in the low-density residential areas of Calgary's established communities (the "Upzoning Proposal") -- with some caveats.
- I do not agree with City Administration's position that the rowhouse and townhouse developments currently allowed under the R-CG land use district (RT Developments) are completely compatible with the single detached, semi-detached and duplex developments currently allowed thereunder (SSD Developments), at least not on a side-by-side basis. The 60% vs. 45% maximum parcel coverages allowed for those 2 categories of developments, respectively, means that, once onsite parking is provided for (which typically occupies around 13% of the parcel), the maximum footprint of the primary building(s) of an RT Development (60% - 13% = 47% of the parcel) is approximately 50% larger than the maximum footprint of the primary building of an SSD Development (45% - 13% = 32% of the parcel). This significant size difference is often not apparent when viewed from the street, as it typically translates into an RT Development's primary building(s) being no wider but collectively having a 50% or greater total depth than an adjacent SSD Development. This significantly greater building depth will invariably have materially adverse overshadowing and privacy impacts on an adjacent SSD Development's rear yard/outdoor amenity space, and potentially also its rear-facing windows.
- For example, if a parcel is redeveloped on a permitted use basis as a Contextual SSD Development, the current Land Use Bylaw (LUB) seeks to protect the privacy of an adjacent property's rear yard/outdoor amenity space and rear-facing windows by, among other things, providing that any 2nd or 3rd storey window that faces the adjacent property and is beyond the adjacent home's rear façade must be fully obscured. If the parcel is instead redeveloped on a discretionary use basis as a non-Contextual SSD Development, then the neighbour has the ability to ask for, among other things, any such windows to be fully obscured, relocated or removed entirely. As any such side facing window is unlikely to be a room's only window or only possible location for a window, such request is likely to be honoured, if not by the developer or City Administration, then at least by the Subdivision and Development Appeal Board (SDAB) on an appeal. However, if that same parcel is instead redeveloped as a 4-unit rowhouse development, the adjacent property's rear yard/outdoor amenity space, and potentially its rear-facing windows, will be overlooked by the 2nd storey (and 3rd storey, if any) windows on the rear facades of 2 or 3 of those units. The LUB contains no requirement for those windows to be obscured, and as those windows are likely the only windows, and only potential locations for windows, the rear upper storey rooms on those units can have, it is highly unlikely that the developer would agree to cause, or that either City Administration or the SDAB would willing to require, those windows to be fully obscured, relocated or removed entirely.
- As another example of the lack of compatibility, if a block face is redeveloped either entirely as SSD Developments or entirely as RT Developments, their respective rear yards/outdoor amenity spaces will likely substantially line up with each other, allowing each such space to benefit from reasonable sunlight access, breezes and the visual and other benefits of each other's rear yard trees and other landscaping. However, if a block face is redeveloped as a mix of SSD Developments and RT Developments, the outdoor amenity spaces in the minimum 6.5m gap between the front and rear buildings of a townhouse-style RT Development will end up sandwiched between the rear portions of the adjacent SSD Developments' primary buildings, and an SSD Development's rear yard/outdoor amenity space will end up sandwiched between the rear buildings of the adjacent townhouse-style RT Developments. As a result, none of the rear yards/outdoor amenity spaces will have the benefits referred to above, but rather each will end up hemmed in on 3 or all 4 sides by 2- or 3-storey walls.



- Confirmation of this lack of side-by-side compatibility between RT Developments and SSD Developments can be found in the low-density residential areas of Calgary's new greenfield communities. Although these areas are zoned R-G, and therefore technically have the potential for block faces to be developed as a mix of RT Developments and SSD Developments, the developers of these new master-planned communities, being smart business people and well acquainted with what new home buyers are looking for, typically eliminate that possibility (at least for the next 50 or so years) by contractually restricting what type of initial development can be built on a parcel on any given block face. Certain block faces will be designated for a type of RT Development and other block faces will be designated for a type of SSD Development. A prospective purchaser of a parcel on a block face that has been designated by the developer for single detached homes will invariably find that, despite the parcel's R-G zoning, the home options available to be built on that parcel, and on each of the other parcels on that block face, are limited to a choice of maybe 4 models offered by each of maybe 3 builders, all 12 of which models will be single detached homes with the same basic configuration. Similarly, a builder wishing to build a spec rowhouse development in the new community will be directed by the developer to one or more of the block faces that the developer has designated for such developments.
- So, buyers of new homes in these low-density residential areas of Calgary's new greenfield communities have the comfort of knowing that whatever ends up being built next door will essentially be the same as their new home, at least for the next 50 or so years until those communities begin to redevelop. Established communities, however, do not have the benefit of developers that are able to contractually "master plan" redevelopment to ensure that it takes place in an orderly fashion. This is why I feel it is completely disingenuous for anyone to suggest that the lack of "screaming" from residents of these new greenfield communities should be taken as proof that RT Developments are completely compatible with SSD Developments and therefore should be allowed anywhere in the low-density residential areas of Calgary's established communities.
- Accordingly, unless some sort of controls are applied to help ensure that redevelopment takes place in a reasonably orderly fashion, I am concerned that Council's approval of the Upzoning Proposal will cause a cloud of uncertainty to descend over Calgary's established communities, putting them at a disadvantage relative to new communities that are not subject to such uncertainty. This would be counterproductive to the laudable objective of having more of the City's future population growth absorbed within these established communities, and less through suburban sprawl.
- However, in Calgary development is regulated not only by the rules set out in the applicable zoning or land use district, but also by any applicable statutory plans or other planning policy that has been put in place, of which the Westbrook Communities Local Area Plan (the Westbrook LAP) is a very recent example, having been approved by Council in the spring of 2023. Other new district Local Area Plans ("District LAPs") which have been approved to date are the North Hill Communities LAP and the Heritage Communities LAP, and work is currently underway on new District LAPs for the Greater Forest Lawn Communities, the Riley Communities, the Chinook Communities, the South Shaganappi Communities and the West Elbow Communities. The Upzoning Proposal essentially brought the zoning of the low-density residential areas of Calgary's established communities into alignment with these new District LAPs' Neighbourhood Local Urban Form Category and Limited Scale Modifier, being the category/modifier assigned to the bulk of those areas.
- When the Westbrook LAP was drafted, it was apparent to anyone who was paying attention that changes were coming to the zoning of Calgary's low density residential areas and that the days of the R-C1 and R-C2 land use districts were numbered. As a result, an effort was made to at least



partially address the uncertainty referred to above by including in Section 2.2.1.6 of the Westbrook LAP the following planning policies applicable to Neighbourhood Local Limited Scale areas:

- 1) Paragraph b., which provides that "Building forms that contain one or two residential units [ie. SSD Developments, regardless of whether or not they have suites, as the term "residential unit" is defined to refer only to primary units] are supported in Neighbourhood Local, Limited Scale";
- 2) Paragraph c., which provides that "Building forms that contain three or more residential units [ie. RT Developments] should be supported on parcels with rear lanes in the following areas:
  - i. within transit station area Core Zones and Transition Zones;
  - ii. along a street identified as a Main Street or separated by a lane from a parcel along a Main Street;
  - iii. on corner parcels; or
  - iv. adjacent to or separated by a road or lane from a school, park or open space greater than 0.4 hectares; and
- 3) Paragraph d., which provides that Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale [ie. RT Developments] should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:
  - i. access to sunlight and shade on adjacent parcels; and
  - ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate.

When Council was considering whether to approve the Upzoning Proposal earlier this year, I submitted that it should do so on the understanding that such planning policies would be consistently applied and only amended if and when a comprehensive review and assessment of the state of established community redevelopment determines that tweaks to such policies are needed. I further submitted that this was of critical importance, as the City has a track record of either "spot amending" local area plans, or simply ignoring their stated planning policies, in order to approve specific proposed developments. If the "cloud of uncertainty" referred to above was to be avoided, this past behaviour needed to stop and the new District LAPs and the planning policies contained therein needed to be respected. And now here we are, only a few months later, with a proposal by City Administration to amend the "ink barely dry" Westbrook LAP to delete ALL of the planning policies in Section 2.2.1.6 (the "NLLS Policies") and replace them with a single (and meaningless) policy about no apartment buildings. The explanation that has been provided for the deletion of the NLLS Policies is that doing so is required in order to comply with Council's direction. However, the only Council directions I was able to find that relate to the Westbrook LAP are the following:

3. Updating Local Area Plan Sequencing Direct Administration to sequence the completion of Local Area Plans in the developed areas of the city by:
  - a. Identifying the areas with the most demand based on the number of applications; and
  - b. Prioritizing these areas in the sequencing of future Local Area Plans."

5. Re-engaging on Updates to Approved Local Area Plans Direct Administration to review all plans already completed as part of the current Local Area Planning program, and engage with affected communities, to determine whether any amendments to the Local Area Plans are warranted as a result of the proposed rezoning, and report back to Infrastructure and Planning Committee with an interim update no later than 2025 Q1.

- Neither of the above Council directions direct the removal of the NLLS Policies from the Westbrook LAP. Further, I do not see why the removal of the NLLS Policies is warranted as a result of the rezoning of the City's previous R-C1 and R-C2 areas to the R-CG land use district, as:
  - 1) the Neighbourhood Local urban form category and the "Limited" scale modifier found in the Westbrook LAP and to a greater or lesser extent the other new District LAPs, as well as the NLLS



Policies themselves, were all drafted in anticipation of, and specifically designed to accommodate, the elimination of the old R-C1 and R-C2 land use districts;

2) the rezoning from R-C1 and R-C2 to the R-CG land use district simply brought the zoning of the low-density residential areas of Calgary's established communities into alignment with the new District LAPs' "Neighbourhood Local" urban form category and "Limited" scale modifier, being the category/modifier assigned to the bulk of those areas; and

3) the mere fact that the NLLS Policies indicate that developments with 3 or more units may not be appropriate on some parcels, even though the R-CG land use district that now applies to those parcels would otherwise allow such developments, in no way necessitates or justifies the removal of the NLLS Policies, as:

(a) it has always been necessary for any proposed discretionary use development on a parcel to comply with BOTH the requirements of the parcel's land use district (except to the extent that relaxations are granted) AND the requirements of any planning policies that apply to that parcel;

(b) the Westbrook LAP, as well as the other New LAPs and the City's various other local area plans, contain numerous other examples of planning policies that impose limits on proposed developments that go beyond those imposed by the applicable land use district, including, for example:

(i) Westbrook LAP 2.2.1.1.b., which provides that in Neighbourhood Commercial and Neighbourhood Flex areas "Vehicle-oriented uses are discouraged: i. in areas of high pedestrian activity; ii. within transit station areas; or, iii. where the use interferes with access to cycling infrastructure", even though vehicle-oriented uses would otherwise be allowed on a parcel in those areas under the applicable land use district; and

(ii) Westbrook LAP 2.2.1.5.c., which provides that "Commercial uses in Neighbourhood Connector areas should be small format and designed to mitigate impacts on adjacent residential uses", even though larger format commercial uses would otherwise be allowed on a parcel in those areas under the applicable land use district; and

(iii) the Westbrook LAP contains various other planning policies which are comparable to some of the NLLS Policies, yet are not proposed for removal and therefore are presumably considered appropriate, including, for example:

(A) Westbrook LAP 2.2.1.4.c., which provides that Development in Neighbourhood Connector and Neighbourhood Local areas should: i. considers the local built form context; ii. be oriented towards the street; iii. consider shadowing impacts on neighbouring properties; and, iv. provide access to off-street parking and loading areas from the lane, where possible"; and

(B) Westbrook LAP 2.2.1.5.d., which provides that "Non-residential development in Neighbourhood Connector should: i. provides a built form and scale that considers the surrounding residential context; and, ii. mitigate impacts, such as noise and vehicle circulation, on adjacent residential uses".

Also, I understand that your engagement on this matter will not include bringing the proposed removal of the NLLS Policies back to the Working Group of stakeholders that was assembled by the City to help create the Westbrook LAP for discussion, which I find disturbing.

I also wish to make a comment regarding trees. In addition to helpful planning policies such as the one referenced above regarding protecting existing trees, the LUB also needs to provide for a minimum number, size and types of new trees to be planted in cases where existing, healthy trees are unable to be preserved or simply do not exist. This minimum tree requirement needs to both:

1) apply to all types of redevelopment projects in established communities, not just RT Developments or Contextual SSD Developments; and

2) include providing for trees, or additional trees, to be planted on the City-owned boulevard(s) adjacent to the parcel being redeveloped.



- In my experience the current minimum tree requirements, particularly those applicable to RT Developments, do not work well, as they often result in columnar trees being planted that have virtually no canopy potential. Even when trees with reasonable canopy potential are planted, they often end up being planted way too close to the new buildings, virtually guaranteeing that they will become a “problem” and be cut down long before they have the opportunity to reach maturity. Meanwhile the adjacent City owned back-of-walk boulevard, which has ample room for canopy trees to grow to maturity, often has no trees at all. If the City considers replanting trees on back-of-walk boulevards in established communities to be too much of a hassle, at least make sure those boulevards are properly replanted by the developer when the adjacent parcel is redeveloped -- PLEASE! Thank you. [removed]
- I am interested in buying a property in the area with the intent to redevelop it and build a small townhome complex. Have the changes to the LAP already take effect allowing for developments of more than 3 units to take place on any RCG lot? If not, when will they take effect?
- More bike racks would help as well.
- Refrain from wasting my stakeholder money on ideal projects that do not translate for efficiency's. Example months of disruption to my roads to install brick roads that are going to frost heave and cost me even more money and n car repairs and tires.
- I am not really understanding what happens to the multi residential projects that are already in process scheduled for throughout our neighborhood. Will this create no further projects?
- Please provide me with a link to, or directions on where to find, the "Council direction" that you are referring to as the reason for your proposal to remove the policies currently contained in Section 2.2.1.6 of the Westbrook Communities Local Area Plan. My email address is [removed] -- thank you.
- Keep up the great work, and please keep working towards a denser and less car focussed city!
- Enforce the speed limits on 17 Ave and Bow trail. Bow trail between 33 St and 26 St is nothing less than a dragstrip. Biker trash especially, do up to 160 k/h, possibly 180, in both directions. Walking and riding my bike on 14 Ave, I'm routinely passed by vehicles doing 70 k/h. And they're not all drivers cutting through the area. I've seen the same vehicles that live within a half-block of my residence doing so daily. What was the purpose of the entire exercise prior to 40 k/h implementation, and at what cost when there's been ZERO enforcement! Everyday I see a minimum of 5 or 6 vehicles race by my house doing a minimum of 60 k/h. Some days up to 15 or 20! I've seen vehicles fly by doing 90 k/h and over. Those ones didn't live here, just in a big hurry to try to get to Bow Trail, then double-back when they were blocked by 12 Ave.
- Quit wasting my money on bogus parasitic school-yard rejects that end up working for some municipality and making big dollar decisions when they've never excelled at anything in their lives. All these traffic decisions have been a disgrace.
- Given the recent zoning discussions, I do not believe that the Westbrook LAP should have been completed as it was. We were very clearly told on MANY occasions during LAP engagement that the LAP would not impact zoning and that it would be up to residents to apply for zoning changes. Then once the LAP was done, they used it to impact zoning recommendations and decisions. This is not transparent and not respectful of the previous engagement terms.
- You ignored very intelligent recommendations for the original plan, totally ignored massive public opposition to blanket rezoning, why waste our time now? Take the plan & put it somewhere the sun doesn't shine in city planners & the pathetic excuse for a Ward 6 councillor.
- There's no interest in the communities by the city. I hate one neighbour because he was allowed to install a very loud air conditioner and takes all the parking outside my house. I hate the other one



because the builder destroyed a significant part of my landscaping including a fence on my side of the property line and put up a poorly constructed retaining wall that leaks water and clay.

- Do not block traffic from entering side streets by narrowing streets. This narrowing has been done in the area & it does not add value it makes it harder for locals to use our streets.
- Is there a place to see what can be built on a 45'x115' lot in shaganappi? possibly 1724 28 ST SW?
- Simplify planning procedures. Make it less intimidating to resist development. Allow development to come from within rather than being forced from without
- WCA is planning to update the grounds with additional seating, plants & fire pits. Add community garden.
- Better + more efficient communication as many seniors in Glendale (like myself) that are technically challenged
- No. We don't want it at all!
- Ensure respect for the existing residents are kept in place. Developers Don't really! Nor the City personnel respect established residents. The newcomers and developers have much more say than is necessary. The enjoyment of the area is diminishing rather than maintaining. There are so many contradictions in wording between maintain canopy, ensuring adequate parking, "affordable" housing, etc.!
- Re-1 Single Family - all 3 rentals. Has now a basement suite Main Floor. Under construction above garage suite. Concerns - are they considered a commercial entity are they taxed as such? What do we do about parking? Potential 6 cars?
- Concerns with current infrastructure i.e.. Plumbing for increase # of homes / water usage
- I'm not clear on the amendments that came after Rezoning was passed. I'm in Glendale and I can't keep up with all that so I'm here to ask questions about that.
- Do you know if the AMA is gone at the end of this month? Do you know what the City is planning with that big space?
- How come they're letting them build right up to the sidewalk without any easement?
- Are they planning anything with the Ernest Manning spot?
- I heard the City took one of the parks in the north back. Do you know what the City is going to do with all the little neighbourhood parks in the area? There were all these little Xs marked on the grass in one of them and I wasn't sure if they were.
- I don't agree with the overall philosophy that the City has taken and I don't think they listened to the people. To do the rezoning without a plebiscite isn't great.
- You're going ahead with all this high-density development in Glendale, but you're restricting access on the main streets. The roads themselves they're taking away turning roads on 17th Ave, so if you're increasing density, where are all these cars going to drive? What about all the parking?
- I know they're pushing LRT use but I don't think it's happening right now.
- Now that you've explained the Rezoning was passed in August, now that we're in September we're all RCG now? Historically, Main Streets were agreed with the City and CAs to have higher density but then they were going to try and leave the inner neighborhood alone. Has that changed? Could my neighbour put up a 6 unit building on my street? How are we notified? I don't know what's going on around me. I'm not here to complain, I'm here to understand. I'm a senior, I have mobility issues, if there was a sign put on Greenridge Road, I don't drive so I wouldn't have seen that. How would I get notified and possibly appeal if I wanted to?
- One of the things I'd like the city to do is to have the developers better manage the properties they've got. There are some issues with things like hedges, etc, and I will call. It would be nice if those kinds



of checks are done, and owners held accountable. Can we streamline the process and enforce better care of the property owners instead of the residents or neighbours having to do it?

- Right now, in Glendale we've got water works being done, the light poles being replaced, housing coming down, housing going up and I'm happy the infrastructure is being replaced, but why is there not more notification about those things? I seem to get one notice and then things happen and that's when I find out. I wish there was more notification for all these things. I have a whole lot of activity around me, and I just don't know what's happening.
- I know there's so much development going down 17th Ave, and I really like the DMap tool. I like to know what's going on and it's really helpful.
- I'm feeling the entire neighborhood is changing around me and I feel like I don't know what's going on and some of that's on me but I don't think I get enough notifications about work
- I understand the need for more density and increased development around the LRT but I think there needs to be more communication and that lack of is what's what I'm frustrated about.
- Are people still allowed to subdivide their lots?
- Have they relaxed the setback in the back lanes? I see a lot of the secondary suites go right up to the lane and it's really tight.
- What are you doing with the units right across from 17th Ave? They built the garages really close to the alley, what are they going to do with all the bins? That's like 36 bins that need to go somewhere.
- The big one on Glenmount Drive and 17 Ave, I thought it was supposed to be offices below, but I think they're residences now, so what are they going to do with all those bins?
- What does R-CG stand for?
- Are back yard suites just another term for laneway houses?
- Is it 1:1 for secondary and primary suites?
- The bike lanes aren't used as much as they should be and it's disappointing to see all that space not being used. The BRT shelters get used by homeless people when it gets really cold as well.
- My son works downtown, and he tried taking transit downtown and said it was like taking his life into his own hands.
- What I'm hearing from you and the City is that people are going to take public transit whether they like it or not and I agree we have to get there but why are you forcing it on people?
- I see the City doing what's convenient to them not what's convenient to the people. Drop people off at the door of the places they want to go to (shopping malls, etc) instead of dropping them in the area of it and then making them walk.
- There's a big sign on the Tim Hortons lot so what are they actually doing there?
- What are they doing with the big vacant space by the Westbrook LRT? It seems like it's ideal property for affordable housing and I don't know if there's something you can put restrictions on it for that.
- Does the City have percentages for the amount of affordable housing vs market housing for lots like that?
- I can also see the benefit of both affordable and higher end housing in that spot.
- Are there plans for Westbrook Mall? It's a huge space and I think it could be better utilized.
- Even where the Westgate Hotel used to be, there's a little piece of grass where there's nothing there but there's a big sign that's been there for ages.
- Are they considering changing the older power poles and telephone wires/power lines that hang over the older communities?



- I know the City wants tax dollars and developers have a lot of strokes but when I hear about all these meetings and weeklong hearings, I just hope the City stands up for what's best. And with what we've just gone through with this water issue, I hope the City takes into account other perspectives and long term infrastructure.
- It's exciting to see all the changes come in and many of them are necessary. My community saw a 36% decrease in population since it's peak (Westgate), so if the Westgate School wasn't a French school I don't think it would even be open. They bus kids in but before they never had to.
- I think the foundation for many of these schools to lose their population was laid in the 50s when everything was single family homes and then the community turns over.
- Do you know anything about AMA moving out and what's going in there instead? That lot has already been approved for a 12 storey height limit, which would be good for that space because its right next to the LRT station.
- What about height restrictions? I'm in a little bungalow and everything now is so tall.
- I've got solar panels on my roof that I put in years ago, so if the neighbours build something that shades that is there anything I can do about it, is that even a valid concern for those who determine appeals? The 11m height is way bigger than what I've got for my house.
- In the Westbrook Communities Local Area Plan, you had changed the drawings that were associated with the 25 Street, is the R-CG rezoning going to change that?
- Ultimately, you drew zoning for rowhouses in Richmond. What was proposed and are you changing anything in the plan?
- Are you changing anything else in the Plan? There is a comprehensive master plan in place for the Viscount Bennett site, I want to confirm that plan is not being touched or changed. You've got the Westbrook LAP in place, and you're opening it up to change it to accommodate the RCG rezoning. If you're opening it up I want to make sure that there are discussions around some areas and confirm that Viscount plan stays in place. I apologize for being a bit aggressive, but I live across from that and the change in the comprehensive master plan would greatly impact us. I want to ensure the plan doesn't change.
- Is an outline plan better than a master plan for something like this or how is it different? How big is an outline plan; one page, two page or five or six?
- What I've seen submitted here is a one-pager and if you put a one-pager in front of me I'm going to ask for a whole bunch of supporting documents but you're saying that those other documents are already in place.
- The governing documents, let me clarify this, the overarching governance act is the Municipal Government Act. So if you want to add subdivision, is that part of the Municipal Government Act?
- Subdivision act - Is that for new builds?
- Where does the MDP fit in?
- Something like this would be governed by the subdivision regulations or the MDP? Because it's a comprehensive plan its governed by something separate than the Westbrook LAP?
- The kicker here is if they go to a subdivision, they would have to live up to the subdivision regulations
- I want to make sure the lever of the comprehensive plan was not going to be removed from the Westbrook LAP. I understand this area needs to be developed it's just a matter of how dense.
- The way it was sold to me was that an outline plan is a better plan than a master plan and when I saw a one-pager I wasn't sold that it was. If you're going to give me an outline plan you better give me a document that's quite big.



- This format looks and works better than any other format I attended during the LAP process – it's one on one, we can ask direct questions and it's really informative.
- You're really killing me because I used this LAP document to calm people down when all the rezoning was going on. This created a framework that people could look at as to where in these established communities could go so if you take this out then everything, I've been telling people has been a complete lie. You tell Council no. There's nothing in here that has to change. Show me the Council direction.
- You've done this consistently in the LAPs, so have you not covered in the areas where there is likely pressure to redevelop?
- This is bait and switch - we knew full well that RCG was coming when we were doing this.
- It's not the best for Calgary. You're going to put a chill on development in established communities. You're making it safer to go to a new infill community because you've got 40-50 years of assurance and without this you don't have that in the established communities. It doesn't make sense. The LAP made sense, we worked hard on this, we knew this was coming and we contemplated that.
- You've got a real inconsistency in the Land Use Bylaw now that you're comingling these.
- You make it really hard to be on your side. I was out there during the whole rezoning, talking about the local area plan and how it would mitigate some of these things.
- You're making greenfield communities much more preferable than the inner-city communities which is in conflict with the MDP where we're trying to get more people to come back here.
- We built something that was completely consistent with RCG zoning and now you're taking all that away. Now you're saying it's a free for all.
- The talk of the blanket rezoning, I don't understand what can happen now on a one home lot. You're talking rowhouses and I've only seen them on corner lots but that can really be anywhere? Can someone tear down their Mount Royal mansion and put up a rowhouse or can their neighbours object to that?
- So now, post blanket rezoning the existing categories are direct control, RCG, and HGO?
- In terms of appealing, when the first places on a block start to do something dramatically different, is it likely that the City is in the mood of "this is happening regardless" and not listen to appeals or will they say it makes more sense to evolve starting on the corners rather than seeing all these developments in random spots?
- Does the City have a plan for what to do with all that empty space by Westbrook Mall? I know they are building more houses along 33 St. Right with the train station there that's prime spot. Do you see a projected time for things to start there?
- Will there be restrictions on what kinds of buildings will be in that area? It's true that there are some big buildings there and they do look a little weird. Would there be shops there? Residential? It could be quite attractive if done properly.
- What's the distinction between privately owned land and what the City can have say on in terms of development?
- When a City has a bunch of big hunks of land and we're trying to get more housing, does what happens on one influence what's going to happen on the next? If you all of a sudden get 5000 units in one spot does that get precedence for 5000 in another? Or do we say OK, we've got people here now, lets move somewhere else.
- Aside from inspiring the private sector, does that type of precedent have any impact on what the City is allowed to say in response to when that application for 12 storeys comes in? If we approved 10 then do, we have to approve 12? And if we go back to the much smaller scale and how RCG is



going to work on my street, there is an element there of what you can build to is somewhat dictated by the height of the current properties, correct?

- So I see secondary suites are crossed off, so that means that goes?
- What does it mean that apartments are not supported in Neighbourhood Local areas? Or that they can build into the neighbourhood? I live in Shaganappi, and they bought three lots and are building a big unit there. Then the City let Truman buy another lot that's going up with no parking. And here there's another six-storey lot with no parking. I want to know why the City is letting these happen with no parking. They are assuming everyone's going to get on the train and go downtown to work. Not everyone works downtown, and all those people will most likely have cars. It's not true that the City won't let these developments invade our neighbourhood. Shaganappi has been under attack. And I don't feel safe. I don't trust anything the City says. The City has already decided what they're going to do. This is a total charade about asking what residents want.
- Seems like the City is just cramming all this high density on us without any.
- When you talk about all the high density going in, that whole Westbrook area would be a great spot for that and taking some of the density out of the neighbourhoods.
- What about the areas where the speed limits are? We live in Westgate area and anyone who doesn't live in the area doesn't realize that the speed limit changes before they go around the bend. The sign should be moved about 200 feet, so the change is obvious, and people actually slow down.
- I have a question about the rezoning. I've tried to call the permit people and never got through to anyone. I'm trying to find out what size can go on a 45ft wide by 115 ft deep lot. Ours is a 60ft lot and we back onto our neighbours by 15ft. A developer bought the parcel and then approached the neighbours to buy theirs and were told no. I want to know what could potentially go on that lot according to the LAP as a concerned neighbour.
- Parking is non-existent for these new big builds in Shaganappi. The City just thinks that everyone will take transit and that's not the case.
- All that's come in are liquor stores, pot stores, hair and nail salons. Where's the incentive to get a butcher or baker or something else in these areas along 17th Ave? It was more vibrant before the revitalization in all honesty.
- I tried to contact our Councillor, Walcott, he never replies, only his assistant. Our taxes went up 18.8% and when I put that to him, Joel the assistant replied that if I Couldn't afford the taxes, I could join a co-op (Whatever that is) or sell. And I replied that I'm sure a developer would love if I sold because they've inflated our taxes so they can sell it for more, and then a developer will take that and put four units on there that aren't affordable at all. Evan Wooley, John Mar, they would all reply to my emails before. Courtney Walcott never replies, it's always just Joel, he's just in it for the money as far as I'm concerned.
- Having places like West Heritage Manor (co-op) showcases a sense of community and how to help reduce social issues. People feel so safe.
- My understanding is with this new addition to the policy is that secondary suites are allowed everywhere, and same with lane houses. Would restrictive covenants stop something like that if you wanted? For those, it has to be an agreement between the landowner and the City?
- Who's driving the process? When the LAP process was starting, the Westbrook land parcel was identified as an area with a lot of potential and nothing has been done with it. Can't the City push for certain developments within a certain time or force developers to do certain things? What's happening with that land now? It looks like the developers are driving everything and the City can't control any of it. Be more in the driver's seat and more transparent.



- Question about infrastructure and how it would be handled with the increase in density especially with school closures due to people aging and no school aged children in the neighborhoods in Westbrook.
- Where to park all the cars and with the public transit not being great such as in Europe.
- Water and sewers need to be upgraded to handle all the growth.
- On 37th Ave it is a major road and can handle the higher building.
- The city is built to be a city dependent on cars.
- Anyone can build without getting a permit with blanket rezoning.
- How do you move people through the area to get to services
- The document is not written in a way that a regular citizen who is not a lawyer or a developer can't understand.
- The moment the rezoning was approved the prices of properties went up by 30%.
- The Market went crazy after the rezoning and so the houses are not getting more affordable in Westbrook area.
- We are not a transit-oriented City like Toronto because our transit system is not very effective.
- People should have more say in their communities and how it develops over the next 10-20 years.
- I don't think enough people know that if they provide input on a development, that the file manager can put more condition on the developer.
- I felt like the City did not listen to residents in the area and that they did whatever they wanted to do anyway.
- The developers should not be part of the working groups as they are biased.
- How the City collects feedback is not very equitable.
- The City should not sell parks to developers and build on them.
- We feel disrespected and we call this a disconnect because it just feels like the City is checking a box.
- There is not enough parking, so people park on the street and blocking the corners, so it becomes very dangerous to bikers, drivers and for people including children that are walking.
- Development permit process feels like it is setting people against each other.
- What is the percentage of the plan being challenged and being changed?
- The infills that are going in are not affordable by any means.
- When developers buy a property then remove mature trees and not replacing with new trees. So how are you protecting the mature trees.
- We are not happy with density in the area as we bought our houses because it is an R1 community.
- How does carbon footprint improve by more density?
- This way of collecting feedback is not great. A town hall session is better as it provides better opportunities to hear from the City in a presentation format.
- Reframing the questions and trying to build bridges with the community would allow for better conversations and outcomes.
- What does restrictive covenant mean because we have been hearing more about it lately?
- What is happening with old Ernest Manning High School land?
- It feels like it is a done deal and no matter what we say nothing will change.
- I'm concerned about the new development of 12 rowhouse units with 16 suites with 13 parking stalls (DP2024-06022 at 1627 47 ST SW). We have had real problems around there, but they never fix them. The infrastructure will be a problem, like the Bowness pipe incident and electricity. I'm concerned about the garbage as well. We have four vehicles for each of four people. There are



huge trucks going in and out. We had very good neighbours, but they moved out because of this new development coming in. We had trouble with the C-Train users, and we had problem people parking in our driveway. We have had people stealing things in our yard and there were many people coming onto my property.

- That proposal is scary. We already have people sleeping near the LRT Station (45 Street Station). On Page 15 of the Developed Areas Guidebook, everything has to meet the community's characteristics, but three-storey houses look very narrow, and we don't know if they are rental or owned. The developer has never contacted us and the file manager is currently on vacation. The house beside to it in the north end is a bungalow, so we don't want anything like ten-foot fence, and we don't want any entrance on the north end either. Its neighbour didn't know about the development, and they put up solar panels, so we think that's not fair since the sun will be blocked.
- When do we put the 50% growth through redevelopment? Do you put a maximum on capacity in a neighbourhood?
- My other question is about affordable housing, which is what we have been told. The developer's cheapest housing on sale is a \$750k unit with a small backyard. That's a false narrative.
- What do you consider as affordability?
- The developers said that families will stay in the new development.
- About the development on 17 Avenue on the Glendale side, they are proposing 103 units. I'm wondering if there will be putting affordable housing for tenants.
- On one hand, they say affordable housing, but if you look at the new development, it's very frustrating because they are not cheap.
- I was on the Westbrook Communities LAP committee when you were making it. What are we supposed to learn today or what are we supposed to do?
- Street parking restrictions for handicapped stalls were taken out. Why?
- They are doing the same thing in Melbourne, adding density in suburbs. They are doing Transit-Oriented Development by transit stations, where it used to be an orchard when I grew up, but it's not an orchard anymore.
- A lot of homes here change when someone dies or is going to a care. They stay for a long time.
- I know some people bought a house to flip their property, but now they like living there and they are staying.
- We like our 60-foot lot with a nice backyard.
- Have you had a good turnout for these engagement sessions?
- Thank you for listening to us.
- There are not enough schools – with this massive influx of people, where are the kids going to go? There is already a school that closed, and the children already have to go to school outside of the area.
- Parking is a major issue. The development behind my friend's house is a 6-storey building with a lot of units and absolutely no parking. I drive past there every day while they are building now and there is no basement parking and not space for any surface parking. How can the City approve such a big development without any parking?
- The City planted some trees and shrubs on the sidewalk but that caused problems with visibility to see oncoming traffic.
- Also, they tried to place planters to look nice - now those \$1,000 planting pots are overgrown with weeds and looks terrible.



# Westbrook Communities LAP - Reconnect

What We Heard & What We Did Report  
December 2024

- The benches around Westbrook Mall are taken up by homeless people and drug addicts. It is not safe there.
- There was supposed to be a satellite police/transit police station in the transit building by the library. As usual that promise didn't materialize and now, we sit with even more problems.
- They created all these places for nice shops along 17th Ave, but it is only taken up by liquor and weed stores, hairdressers, and nail salons. We need more diverse shops.
- The taxes on my home went up by 18,8% and not only 7%. When I tried to take it up with my councillor, their assistant sent me a rude unhelpful response of if I can't afford it I should consider moving.
- It is concerning that the Spruce Cliff area would be jam-packed with townhouses alongside a huge chateau that is being built in the same area.
- The Wildwood recommendations is good, but the councillor let us down after making promises and not keeping it
- A great concern is that youth is not able to afford homes.
- The rezoning is definitely not helping to put affordable homes on the market. They buy a bungalow for \$750k then develop 6 units that they sell for \$900k each. The City is smiling, because they get so much more taxes on \$5,4 million and not just on \$750,000
- My daughter is living in a co-op housing development in West Heritage Manor and it should be used as a model for community building. Everybody there knows each other, the kids have playdates, there's always someone to watch your dog. People have one another's backs.

## Appendix B: Verbatim Comments from Targeted Engagement (Virtual Community Association Session)

- Question #1: As your communities continue to evolve, please share any new community improvement ideas you would like to see?**
- Specifically, we just had a board meeting the other night (Rosscarrock) there are a few areas in our community that we'd like to address that are not being well maintained or not being addressed. We'd like to add a dog park in this area, just behind the Dairy Queen on 8th ave - we think that would be a good location for a dog park.



- We've applied for a couple grants near the Westgate CA to incorporate a gathering space that would include benches etc. However, it does cost a lot (26K+) This would be an informal space whereas most of our spaces are more formal. We are also a ways away from LRT -- and while I am very fit it still takes me about 20 min to walk there which is a lot. We do have quite a few seniors in the area, maybe the benches would be a good idea to allow for them to rest. We are not too sure, but these are the things we are looking into to support engagement and accessibility for our community
- ***The following was sent by the Killarney-Glengarry Community Association's development committee for consideration in the Local Area Plan Reconnect project via email:***
- **What We Heard – October 1 Open House**

Earlier in the article, I talked about the Development Open House that occurred on Oct 1. A survey was passed out following the session to gather your feedback into written form with the findings summarized below. The survey responses highlighted several key trends about what residents envision for the future of Killarney-Glengarry that have been embedded in the vision above. Here are the top 5 insights:

- **A mix of Housing options, with a Preference to Middle Housing and not Large Scale:** The community wants to see less large scale development and is supportive of middle housing options (single family homes, duplexes, and 4/6-plexes) that strike a balance between density and the charm of single-family homes, ensuring that the area remains accessible to a diverse range of people.
- **Tree Preservation:** Residents strongly emphasized the importance of preserving trees and ensuring replacements exceed minimum standards.
- **Mixed-Use Developments:** Respondents are interested in seeing more developments that combine residential living with essential services, reducing the need for long commutes and



creating a more connected, walkable community. They want to see Westbrook, 37<sup>th</sup> street, 26<sup>th</sup> ave, 17<sup>th</sup> ave revitalized and made more walkable, with more diverse businesses.

- **Sustainability and Green Spaces:** Many respondents emphasized the importance of preserving existing trees and increasing green spaces. The community values developments that incorporate natural elements, helping to maintain Killarney’s environmental integrity.
- **Walkability and Livability:** Residents expressed a strong desire for improved walkability, with an emphasis on making streets like **37th Street** more pedestrian-friendly and encouraging local businesses to thrive.
- **Preserving Homes and Community Identity:** Many residents expressed a desire to preserve well-maintained older homes, ensuring they remain a part of Killarney’s architectural identity. Future developments should respect these homes, providing options that allow seniors to age in place while maintaining the charm and history of the community.

## Question #2: Do you have any additional comments or questions to share about the Westbrook Communities Local Area Plan?

- A Lot of our trees have died and things like winter kill. Your explanation of the Tree Canopy mention in the LAP made me think about what we could do in the Westgate area. I like the pollinator idea too and will look into that.
- I was part of the process when the City invited all to look at this, how effective are these policies going to be? They never seem to work how we expect them to work. CITY STAFF: Can you share more about policy in terms to. If a policy has a should statement means you have some more room but if it says shall, then you have to do it. Some policies are more guiding policies.
- CITY STAFF: My group is fairly new with the LAP program; we are looking how to assess each approved LAP and determine whether it is having the desired effect in the community. We have a whole division looking at this stuff but it will take a little bit of time to determine the metrics etc that we will use.
- That is great to hear that your team is doing that. We don’t know when they are in effect so this is great.
- Like mentioned in the presentation these plans are not meant to be set in stone but looked at and updated overtime.
- More information on the Westbrook mall -- while it's in a specific neighbourhood it really affects all of us. CIY STAFF: It was initially sold to a developer who had a certain amount of time to build on it which they didn't and the City ended buying it back. It's now with our Real Estate team who are looking to see what can go there -- its ongoing is what I can say.
- I would really like to talk about affordability. There are a lot of developments happening including along 17th ave. We were able to speak to the developer for the development right across from the LRT -- there are going to be 120 suites in there. Not one of them is going to be affordable housing.



I would really like to understand this better. I know its not up to the developer to do this but what is the commitment from the City. We are increasing the density but they are selling for high costs.

- The LAP does include policies to support or enable affordable housing unfortunately this developer chose not to do so in this location. I do not think there is any in the Westbrook communities that co-locate to support affordable housing but for example in Varsity there is a Fire Station that is under construction that includes affordable housing. There are some policies as well that suggest increasing partnership with local partners to support this within the plan and help develop non-market housing.
- Are above ground suites included in the density? CITY STAFF: Basement suites and secondary suites are not included in the density but we are working on that -- hopefully in 2025 with the roll out of the new bylaw. Especially with the new census we are hoping to have a new tally and work with community services to better understand the needs of the communities.
- One of the ideas that we have been talking about recently that affects us all here -- if the LAP could give us a direction to help us create a BIA in the area. This could help us improve our business district -- there are some communities that don't even have coffee shops. CITY STAFF: That is a great question, we will have to look into that because I am unsure that LAP gets into this but it is a core value to support businesses. There was also an expansion of the boundaries for BIA discussed at Council this week. We can definitely look into it and see if there is any role in the policy within the LAP that can spark these collaborations happening in the future. In Wildwood they are always complaining they don't have anywhere to go for coffee after pickleball so that is what made me think about it.
- So one of things we have been thinking about is that we have our own programs at our CAs but it would be great to cross-share across the Westbrook communities -- that would be great to have programs or services across the communities.
- Just wondering if there are any more opportunities after today? CITY STAFF: This is the last engagement but there is the public hearing opportunity in the new year (tentatively scheduled Feb 2025).

To: City Council

From: Doug Roberts

Re: Calgary's Housing Strategy 2024-2030 - Land Use Amendment Citywide, LOC2024-0017, and Land Use Bylaw Amendments, CPC2024-0213 Proposed Bylaw 21P2024

Date: April 15, 2024

As background, my experience with urban planning issues in Calgary has included:

- 1) Acting as Chair of the Development Committee for the Richmond/Knob Hill Community Association during the period from 2010 to 2018; and
- 2) Acting a resident representative for the Community of Glendale on the Working Group for the Westbrook Communities Local Area Plan during the period from 2020 to 2023.

Generally speaking I am in favour of the captioned proposal to make R-CG the base land use district in the low-density residential areas of Calgary's established communities (the Upzoning Proposal) -- with some caveats.

- I do not agree with City Administration's position that the rowhouse and townhouse developments currently allowed under the R-CG land use district ("RT Developments") are completely compatible with the single detached, semi-detached and duplex developments currently allowed thereunder (SSD Developments), at least not on a side-by-side basis. The 60% vs. 45% maximum parcel coverages allowed for those 2 categories of developments, respectively, means that, once onsite parking is provided for (which typically occupies around 13% of the parcel), the maximum



footprint of the primary building(s) of an RT Development (60% - 13% = 47% of the parcel) is approximately 50% larger than the maximum footprint of the primary building of an SSD Development (45% - 13% = 32% of the parcel). This significant size difference is often not apparent when viewed from the street, as it typically translates into an RT Development's primary building(s) being no wider but collectively having a 50% or greater total depth than an adjacent SSD Development. This significantly greater building depth will invariably have materially adverse overshadowing and privacy impacts on an adjacent SSD Development's rear yard/outdoor amenity space, and potentially also its rear-facing windows.

- For example, if a parcel is redeveloped on a "permitted use" basis as a Contextual SSD Development, the Land Use Bylaw (LUB) seeks to protect the privacy of an adjacent property's rear yard/outdoor amenity space and rear-facing windows by, among other things, providing that any 2nd or 3rd storey window that faces the adjacent property and is beyond the adjacent home's rear façade must be fully obscured. If the parcel is instead redeveloped on a "discretionary use" basis as a non-Contextual SSD Development, then the neighbour has the ability to ask for, among other things, any such windows to be fully obscured, relocated or removed entirely. As any such side-facing window is unlikely to be a room's only window or only possible location for a window, such request is likely to be honoured, if not by the developer or City Administration, then at least by the Subdivision and Development Appeal Board 2 ("SDAB") on an appeal. However, if that same parcel is instead redeveloped as a 4-unit rowhouse development, the adjacent property's rear yard/outdoor amenity space, and potentially its rear-facing windows, will be overlooked by the 2nd storey (and 3rd storey, if any) windows on the rear facades of 2 or 3 of those units. The LUB contains no requirement for those windows to be obscured, and as those windows are likely the only windows, and only potential locations for windows, the rear upper storey rooms on those units can have, it is highly unlikely that the developer would agree to cause, or that either City Administration or the SDAB would willing to require, those windows to be fully obscured, relocated or removed entirely. As another example of the lack of compatibility, if a block face is redeveloped either entirely as SSD Developments or entirely as RT Developments, their respective rear yards/outdoor amenity spaces will likely substantially line up with each other, allowing each such space to benefit from reasonable sunlight access, breezes and the visual and other benefits of each other's rear yard trees and other landscaping. However, if a block face is redeveloped as a mix of SSD Developments and RT Developments, the outdoor amenity spaces in the minimum 6.5m gap between the front and rear buildings of a townhouse-style RT Development will end up sandwiched between the rear portions of the adjacent SSD Developments' primary buildings, and an SSD Development's rear yard/outdoor amenity space will end up sandwiched between the rear buildings of the adjacent townhouse-style RT Developments. As a result, none of the rear yards/outdoor amenity spaces will have the benefits referred to above, but rather each will end up hemmed in on 3 or all 4 sides by 2- or 3-storey walls.
- Confirmation of this lack of side-by-side compatibility between RT Developments and SSD Developments can be found in the low-density residential areas of Calgary's new greenfield communities. Although these areas are zoned R-G, and therefore technically have the potential for block faces to be developed as a mix of RT Developments and SSD Developments, the developers of these new master-planned communities, being smart business people and well acquainted with what new home buyers are looking for, typically eliminate that possibility (at least for the next 50 or so years) by contractually restricting what type of initial development can be built on a parcel on any given block face. Certain block faces will be designated for a type of RT Development and other block faces will be designated for a type of SSD Development. A prospective purchaser of a parcel on a block face that has been designated by the developer for single detached homes will invariably



find that, despite the parcel's R-G zoning, the home options available to be built on that parcel, and on each of the other parcels on that block face, are limited to a choice of maybe 4 models offered by each of maybe 3 builders, all 12 of which models will be single detached homes with the same basic configuration. Similarly, a builder wishing to build a "spec" rowhouse development in the new community will be directed by the developer to one or more of the block faces that the developer has designated for such developments.

- So buyers of new homes in these low-density residential areas of Calgary's new greenfield communities have the comfort of knowing that whatever ends up being built next door will essentially be the same as their new home, at least for the next 50 or so years until those communities begin to redevelop. Established communities, however, do not have the benefit of developers that are able to contractually "master plan" redevelopment to ensure that it takes place in an orderly fashion. This is why I feel it is 3 completely disingenuous for anyone to suggest that the lack of "screaming" from residents of these new greenfield communities should be taken as proof that RT Developments are completely compatible with SSD Developments and therefore should be allowed anywhere in the low-density residential areas of Calgary's established communities.
- Accordingly, unless some sort of controls are applied to help ensure that redevelopment takes place in a reasonably orderly fashion, I am concerned that approving the Upzoning Proposal will cause a cloud of uncertainty to descend over Calgary's established communities, putting them at a disadvantage relative to new communities that are not subject to such uncertainty. This would be counterproductive to the laudable objective of having more of the City's future population growth absorbed within these established communities, and less through suburban sprawl.
- Fortunately, the City has taken, and continues to take, steps to put certain such controls in place by creating and approving new district Local Area Plans (LAPs) which set out planning policies applicable to redevelopment projects within Calgary's established communities. To date 3 such LAPs have been approved, being the North Hill Communities LAP, the Westbrook Communities LAP and the Heritage Communities LAP, and work is currently underway on new LAPs for the Greater Forest Lawn Communities, the Riley Communities, the Chinook Communities, the South Shaganappi Communities and the West Elbow Communities. The Upzoning Proposal would help to bring the zoning of the low-density residential areas of Calgary's established communities into alignment with the new LAPs' "Neighbourhood Local" Urban Form Category and "Limited" Scale Modifier, being the category/modifier assigned to the bulk of those areas.
- Examples of the planning policies that apply to Neighbourhood Local Limited Scale areas include the following taken from Section 2.2.1.6 of the Westbrook Communities LAP:
  - 1) Paragraph b., which provides that Building forms that contain one or two residential units [ie. SSD Developments, regardless of whether or not they have suites, as the term residential unit is defined to refer only to primary units] are supported in Neighbourhood Local, Limited Scale;
  - 2) Paragraph c., which provides that Building forms that contain three or more residential units [ie. RT Developments] should be supported on parcels with rear lanes in the following areas:
    - i. within transit station area Core Zones and Transition Zones;
    - ii. along a street identified as a Main Street or separated by a lane from a parcel along a Main Street;
    - iii. on corner parcels; or
    - iv. adjacent to or separated by a road or lane from a school, park or open space greater than 0.4 hectares; and
  - 3) Paragraph d., which provides that "Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale [ie. RT Developments] 4 should be designed to



complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:

- i. access to sunlight and shade on adjacent parcels; and
- ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate".

If Council is to approve the Upzoning Proposal, it should do so on the understanding that such planning policies will be consistently applied and only amended if and when a comprehensive review and assessment of the state of established community redevelopment determines that tweaks to such policies are needed. This is of critical importance, as the City has a track record of either "spot amending" local area plans, or simply ignoring their stated planning policies, in order to approve specific proposed developments. If the "cloud of uncertainty" referred to above is to be avoided, this past behaviour must stop and the new LAPs must be respected.

- I also wish to make a comment regarding trees. In addition to helpful planning policies such as the one referenced above regarding protecting existing trees, the LUB also needs to provide for a minimum number, size and types of new trees to be planted in cases where existing, healthy trees are unable to be preserved or simply do not exist. This minimum tree requirement needs to both:
  - 1) apply to all types of redevelopment projects in established communities, not just RT Developments or Contextual SSD Developments; and
  - 2) include providing for trees, or additional trees, to be planted on the City-owned boulevard(s) adjacent to the parcel being redeveloped.
- In my experience the current minimum tree requirements, particularly those applicable to RT Developments, do not work well, as they often result in columnar trees being planted that have virtually no canopy potential. Even when trees with reasonable canopy potential are planted, they often end up being planted way too close to the new buildings, virtually guaranteeing that they will become a "problem" and be cut down long before they have the opportunity to reach maturity. Meanwhile the adjacent City owned back-of-walk boulevard, which has ample room for canopy trees to grow to maturity, often has no trees at all. If the City considers replanting trees on back-of-walk boulevards in established communities to be too much of a hassle, at least make sure those boulevards are properly replanted by the developer when the adjacent parcel is redeveloped -- PLEASE!  
Thank you. [removed] Glendale
- Hi all  
Unfortunately, I was not able to participate in the online meeting, a Board member was able to attend.  
Westgate has some concerns:  
Lack of affordable housing or the lack of direction from the City requesting developers to include a percentage of affordable housing in new development. What is being built is NOT affordable. We were told blanket upzoning was necessary to create affordable housing. When will this be implemented? Low Density Residential Guidelines for Established Communities state the following, when will the following be implemented?  
Page 15: "New development should be designed in a manner which is responsive to the local content" T  
Page 36: "The privacy of adjacent residences should be respected"  
Page 40: "New developments in Established Communities should enhance the streetscape, through the retention of healthy mature trees and planting. Any mature trees which cannot be retained should be replaced at a value consistent with what has been removed".  
Thank you



[removed] Westgate CA

- Thanks, all, for sharing your thoughts and suggestions with the group. They seem reasonable. This is all quite new to me so I'm trying to get caught up.
- The only 'unique' piece of feedback my community members want to share with the City at this time is regarding the caretaking of lots destined for and during development. This is a really important issue for neighbors of these lots. Also, this is an issue we can see growing with rezoning and more opportunistic developers buying lots.
- What we would like to see is City-run enforcement of bylaws on these destined for development/in progress lots. The current situation where neighboring residents must call 311 over and over again to report, for example, overgrowth of shrubs into a sidewalk, fallen fencing, lack of snow clearance or ice buildup, or squatters, is not working and also not our job. Recommendation: The City should have a tool in place that once an application is submitted to them that the applicants are served notification that any complaints will be escalated to the City for them to remediate and fines will be issued, if applicable. Regular monitoring of these lots would be required.
- Our residents will be much more positive about development and change if the process from start to finish shows respect for the community.
- Apologies if you've heard this before, or if it doesn't belong as part of the conversation. Regards, [removed]
- [removed] & [removed] agree with you, we have a lot that has been "developer" occupied for 5 + years. It's a mess constantly calling 311. [removed]
- *The following was sent by the Killarney-Glengarry Community Association's development committee via email for consideration:*
- Some Really Wild and Bold Ideas:
  - Westbrook: A resident suggested a creating a multi-level mixed-use space with retail, entertainment, and residential components, complete with a large central community amphitheater for outdoor concerts, events, and gatherings.
  - Pedestrian-Only Weekends on 26th Avenue: Turning 26th Avenue into a pedestrian-only zone on weekends, featuring street performances, art markets, and pop-up cafes, creating a lively, community-centered space.
  - Market-Style Area on 37th Street: Reimagining 37th Street as a bustling market-style district with outdoor shops and cafes, encouraging more foot traffic and local business opportunities.
  - Community Green Rooftops: Implementing green rooftops on multi-unit buildings, providing communal garden spaces for residents and helping to promote sustainability in the neighborhood.
  - 26th Avenue: Development of a "business crown jewel," attracting unique local businesses that reflect the community's values. This vision includes pedestrian-only weekends, where street performances, art markets, and pop-up cafes fill the avenue with energy and community spirit.