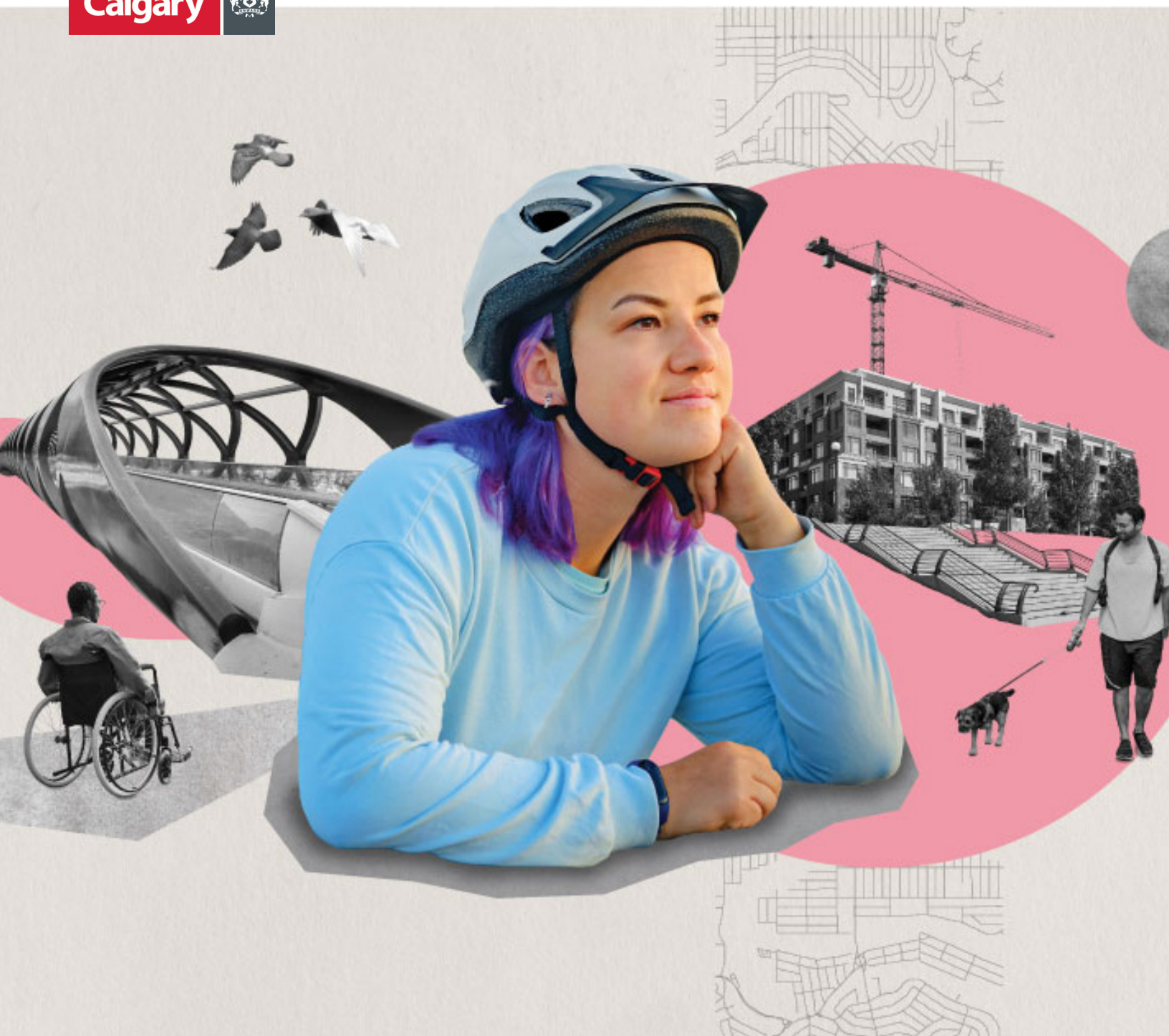




City Building Program
Phase 5 Engagement

What We Heard Report

Contents

Executive Summary.....	4
Engagement Overview.....	4
What We Asked	4
What We Heard – Public Engagement	5
What We Heard – Interested Parties	7
Next Steps	11
1.0 Program Overview.....	12
1.1 Program Background	12
1.2 Why does this program matter?	13
1.3 City Building engagement to date	13
1.4 What we asked.....	14
2.0 What We Heard – Public	16
2.1 Zoning Processes	17
2.2 Housing in Residential Areas	23
2.3 Parking in Residential Areas	35
2.4 Businesses in Residential Areas	40
2.5 Mixed Use Areas.....	45
2.6 Large Commercial Sites	49
2.7 Industrial Areas.....	52
2.8 Calgary Plan Feedback	56
3.0 What We Heard – Interested Parties	59
4.0 Next Steps	68
Appendix A – City Building Program Overview and Engagement Approach	70
Why does this program matter?	71
City Building Program engagement to date	72
Engagement Overview.....	75
Engagement Objectives	75
Audiences.....	76

Methodology	77
Participation and Audiences	80
What we asked	85
Appendix B – Demographics.....	86
Appendix C – Verbatim Comments and Quotes.....	89

Executive Summary

Calgary is growing and changing quickly. The City Building Program is about setting up Calgary for the future of how we use land, build, and move around our city. The three initiatives as part of the program include the **Calgary Plan**, **Zoning Bylaw**, and **Street Manual**. The City Building Program will align and strengthen our planning tools to create a place where everyone can thrive and be a city of choice for all Calgarians.

Engagement Overview

Phase 5 of the City Building Program's engagement focused on sharing and gathering feedback on the next draft of the new Zoning Bylaw, as well as connections to the Calgary Plan.

Between April and June 2025, more than 10,000 people were engaged through a mix of online and in-person opportunities (See Appendix A for more details). These included topic-based workshops, online information sessions, Ask-a-Planner pop-ups in every ward, Jane's Walks, the Alcove Education Series, UrbanLAB walking tours, a Reddit AMA, and a series of workshops with external interested parties. Each activity was designed to be flexible and accessible, allowing participants to choose topics of interest. The self-directed format built on previous engagement phases by making it easier for participants to focus on the topics most relevant to them, while ensuring they could access detailed information and speak directly with members of the project team.

What We Asked

Participants were invited to provide input on a range of topics within the draft Zoning Bylaw and Calgary Plan. These included:

- How the Zoning Bylaw and zoning processes work
- Housing in residential areas
- Parking in residential areas
- Business in residential areas
- Mixed use areas
- Large commercial sites
- Industrial areas
- Mixed civic sites
- Starting, operating and changing businesses
- Parking for bikes, scooters, strollers and more

What We Heard – Public Engagement

Feedback from public engagement reflected the following key themes.

Zoning processes were a major concern for participants, with repeated calls for clearer communication, transparent decision-making, and genuine incorporation of public input. Communities emphasized that predictability and certainty are valued more than flexibility, preferring permitted uses over discretionary ones.

- The most important priorities for communities in the application process were said to be clear information on what can be built and transparency about what is proposed.
- Frustration was expressed with the appeal process, as well as with inconsistent alignment between zoning, building code, and other city policies.
- Participants stressed the importance of meaningful public engagement, consistency in how rules are applied, and attention to aesthetics, parking, and neighbourhood character.

How the City Building team is thinking about this theme:

The City will be considering how the Zoning Bylaw might offer a process that is both clear and predictable while also flexible enough to accommodate changing community needs.

Housing was the topic of greatest interest to participants. There was support for a range of housing options, but always with an emphasis on maintaining neighbourhood character, including balancing density with livability and ensuring infrastructure keeps pace.

- Parking was repeatedly raised as a top priority, with on-site spaces seen as essential given Calgary's climate and limited transit service.
- Trees, plantings, and green space were consistently valued ahead of building footprint, with concerns that large lot coverage undermines livability, character, and climate resilience.
- Contextual design was emphasized, with calls for new homes to complement surrounding scale, style, and streetscape, while supporting privacy, durability, and quality of life.

How the City Building team is thinking about this theme:

The City will be considering how the Zoning Bylaw enables new housing that accommodates growth while supporting parking, greenery and neighbourhood character.

Parking was the second most discussed topic, with participants emphasizing the need for flexible, context-based standards that reflect real neighbourhood conditions. There was strong support for keeping parking minimums, reflecting concerns about congestion, spillover, and continued demand for car travel in Calgary. At the same time, some members of the public expressed interest in more flexible approaches like location-based rules or open option parking, especially in transit-rich or unique developments. Respondents emphasized that context matters, with different neighbourhoods and housing types requiring different solutions.

- Strong concern that removing or relaxing minimums would overload public streets, increase neighbour conflict, and reduce quality of life, especially in inner-city areas.
- There was skepticism about vehicle use ever declining in Calgary, particularly noting the local climate and limited transit.
- Some participants supported more flexibility, noting that rigid minimums can drive up housing costs, limit innovation, and entrench car dependency. Suggestions included on-street parking management (pricing, permits) and ongoing monitoring to adjust rules over time.

How the City Building team is thinking about this theme:

Recognizing that parking is a highly sensitive issue, The City will be exploring how the Zoning Bylaw consider parking regulations that fairly address the needs of all Calgarians, balancing parking accessibility, affordability, livability and broader city goals.

Home-based businesses drew strong interest, with participants supportive of enabling entrepreneurship and community-serving businesses while protecting residential quality of life. Home-based businesses were the most supported type, followed by small neighbourhood stores.

- Participants emphasized that small, local businesses (e.g., cafes, childcare, medical clinics) can enhance walkability, reduce car dependency, and strengthen social connections, particularly in suburban areas where nearby amenities are lacking.
- Parking demand, client/visitor numbers, and outdoor storage were highlighted as key factors influencing neighbourhood compatibility. Limiting traffic, noise, and disruption were said to be paramount.

How the City Building team is thinking about this theme:

The City will be considering how the Zoning Bylaw enables small-scale, community-serving businesses within neighbourhoods while accounting for the local context and respecting neighbours.

Large Commercial and Industrial lands were seen as essential for Calgary's economy and employment, but participants emphasized the need to make these areas more welcoming, accessible, and adaptable.

- Commercial areas were often described as uninviting: poor walkability, confusing parking layouts, and lack of amenities make them difficult for pedestrians. Participants highlighted the importance of landscaping, shade trees, green infrastructure, and public realm features to create safe, comfortable places to linger and gather.
- Industrial areas were valued for supporting jobs and accommodating uses that don't fit elsewhere, but participants called for improved transit access, walking and cycling connections, and amenities like cafes, outdoor spaces, and services for workers.

- Many supported more flexible zoning in industrial transition areas, enabling mixed or adaptive uses near transit, and even allowing certain light industrial activities on main streets if nuisances were well managed.

How the City Building team is thinking about this theme:

The City will be considering how the Zoning Bylaw supports the economic and community benefit of large commercial and industrial land, makes them adaptable for a broader mix of community-serving uses, and makes them greener and more walkable.

What We Heard – Interested Parties

In addition to public engagement, a targeted stream of engagement was conducted with industry and community organizations to gather technical and policy-specific feedback. Key points included:

Industry perspectives

Overall, industry participants emphasized that zoning regulations need to be grounded in real-world development practice to better align with the city's growth goals. Regulations also need to be adaptable to the evolving economic, social, and environmental conditions shaping the sector.

Balance predictability with flexibility. There's a desire from industry to see rules that support context-sensitive design, evolving market demands, and innovative built forms avoiding a one-size-fits-all approach.

- Variation in rules for Greenfield versus Infill for small scale housing was broadly supported.
- Predictability was said to be of value to developers and builders as it reduces financial risk and process uncertainty.
- Flexibility was mentioned to respond to unique site conditions, market changes and innovation in housing design.

How the City Building team is thinking about this theme:

The City will be considering how the Zoning Bylaw provides predictable development rules and better supports consistent application outcomes while also allowing for flexibility to respond to unique conditions and enable innovation.

Simplify and modernize regulations: Participants support streamlining the outdated regulations of 1P2007 to better reflect how people live and how buildings are designed and delivered in today's environment.

- Regulations were said to be outdated (i.e. new trends and desires for multiple units and suites, shared amenities, and variation in unit sizes).
- Concerns were raised about the standards in the current draft Zoning Bylaw being too rigid and impractical or costly in real life application.

- Streamlined rules were identified as a way to speed up approvals, reduce costs, and align better with current construction practices.

How the City Building team is thinking about this theme:

The City will be considering how the Zoning Bylaw simplifies and modernizes zoning regulations to reflect current housing and building practices, leaves space for future trends, and ensures valued features like landscaping, livability, and heritage.

Encourage thoughtful integration of mixed-use and transition areas: Conversations pointed to support for integrated land uses (residential, commercial and light industrial), especially near transit, to help create complete communities.

- Strong emphasis was put on managing the transitions between high- and low-scale development to avoid abrupt, conflict-prone changes.
- Similar to the community associations, industry believes major residential density and mixed-uses should be aligned with transit corridors.

How the City Building team is thinking about this theme:

The City will be considering how the Zoning Bylaw enables mixed-use and appropriate transition areas near transit.

Clarify and coordinate public benefit tools for downtown: A need for a well-structured bonusing system or alternative incentives that achieve a world class public realm, particularly in the downtown.

- Not relying on density for amenity as well as balancing between offsite fund contributions and investment opportunities on-site were raised as ways of achieving the City's broader goals.
- Industry called for transparent, predictable systems for bonusing, incentives, and contributions toward amenities.
- Clearer rules would allow developers to plan and price projects more accurately.

How the City Building team is thinking about this theme:

The City will be considering how the City designs a transparent, predictable system of public benefit tools that balances development feasibility with meaningful, high-quality public realm outcomes in the downtown.

Community Association perspectives

The voices of Calgary's Community Associations stressed that zoning must reflect lived experience—supporting affordability, livability, ecology and inclusive, long-term neighbourhood planning. Many shared frustrations with perceived misalignment between zoning changes and local area plans and called for more trust and transparency in the planning process.

Design housing for real and diverse needs: There was a call from Community Association representatives to have zoning that better supports Calgary's seniors and families. Themes like

aging in place and accessible living – both inside the home and the neighbourhood – were consistently raised.

- Meeting the needs of seniors and families was often translated as having ground-oriented, single-detached housing options as well as ensuring affordability of housing for average income earners.
- There were suggestions that density be aligned to LRT and transit infrastructure.
- Dissatisfaction with open option parking, particularly related to rental units and lane-less residential parcels.
- Other more specific concerns around design included air conditioner placement and overlooking windows

How the City Building team is thinking about this theme:

The City will be considering how the Zoning Bylaw enables and encourages housing that genuinely meets the needs of residents at all stages of life while remaining affordable for average home earners.

Support well-designed, meaningful density: While representatives were adamant that residents are not opposed to growth, many feel current density approaches prioritize developer interests over community wellbeing, affordability, mobility and natural systems.

- Communities acknowledged that some density is needed but questioned whether it is currently serving the affordability needs of Calgarians or simply profiting developers.
- Calls for density that is “done right”—with thoughtful design, adequate indoor and outdoor space, as well as integration with other city infrastructure.
- Concerns about overbuilding lots (e.g., 60% site coverage), poor access, and limited daylight, privacy, or usable outdoor space were raised.

How the City Building team is thinking about this theme:

The City will be considering how the Zoning Bylaw enables well-designed, thoughtfully scaled density while still supporting viable development.

Protect trees and green space: Mature trees, canopy coverage, and soft landscaping were seen as vital for quality of life and climate resilience in neighbourhoods. Community Association participants suggested that regulations must ensure these ecological elements are met in all instances.

- Concern that current setbacks and site coverage rules leave no room for landscaping and tree retention.
- There was emphasis that soft landscaping serves both resident play and climate resilience.

How the City Building team is thinking about this theme:

The City will be considering how the Zoning Bylaw encourages retention of mature trees, adds to the tree canopy, and includes adequate soft landscaping on constrained sites while allowing for gentle density.

Prioritize livability and safety: Design matters—rear access, limited natural light, egress placement, and reduced privacy were common concerns. Community associations are adamant that zoning leads to homes people can thrive in—not just fit on a lot.

- Concerns largely centered around current designs that reduce indoor light, privacy, and safety (e.g., rear access, stairs, small windows).
- Zoning rules that lead to quality housing, not just units that meet minimums or lead to overcrowded lodging homes.
- Residents fear losing community identity (heritage and character) with more generalized zoning approaches.
- There were also questions around how supportive housing will be permitted and overseen, especially near sensitive locations (i.e. schools).

How the City Building team is thinking about this theme:

The City will be considering how zoning and site regulations allow for increased density while ensuring homes are safe, private, and provide quality living conditions for residents.

Ensure infrastructure keeps pace: Parking, transit access, and walkable streets were seen as essential supports for growth. Communities emphasized that densification without matching infrastructure risks burdening existing residents and undermining quality of life.

- Concerns were raised about overcrowded street parking, the removal of minimum parking requirements, and insufficient transit investment in areas experiencing increased density.
- Pedestrian safety around transit hubs and the need to upgrade alleyways into laneway streets were also mentioned.
- Communities stressed that densification without matching infrastructure burdens existing residents.

How the City Building team is thinking about this theme:

The City will be considering how The City aligns new housing growth with timely investments in transit, active mobility, and parking solutions so that communities can accommodate density without losing livability.

Clarify policy relationships and build public trust: Participants raised concern about contradictions between zoning, LAPs, heritage overlays, and other city policies, and stressed the need for clearer definitions and more transparent decision-making.

- Strong desire for consistency and accountability so community input and approved plans are not overridden.
- Confusion about definitions (e.g., supportive housing), unit counts (e.g., suites in 4-plexes), and process timelines.
- Frustration with siloed City departments and perceived contradictions between planning documents.

How the City Building team is thinking about this theme:

The City will be considering how The City provides clarity, consistency, and accountability in how zoning interacts with LAPs and other policies, so that both communities and industry have confidence in the process.

Next Steps

Feedback from Phase 5 engagement, from both public and interested party engagement, will guide refinements to the new Zoning Bylaw and The Calgary Plan. Final engagement on these documents is planned for Q1 2026.

Section 1

Program Overview



1.0 Program Overview

1.1 Program Background

Calgary is growing and changing quickly. The City Building Program is about setting up Calgary for the future of how we use land, build, and move around our city.

The three initiatives as part of the program:

- The **Calgary Plan** (merges, streamlines and updates the current Municipal Development Plan and Calgary Transportation Plan into one document) is the highest-level planning document guiding future land use and growth.
- The new **Zoning Bylaw** (currently the Land Use Bylaw) will simplify the rules that govern the use of land and the shape of buildings in our city.
- The new **Street Manual** (currently the Complete Streets Policy & Guide) will provide updated direction for the design of Calgary's streets to support safe travel options for all Calgarians.

What is the Calgary Plan?

The Calgary Plan is Calgary's proposed highest level planning document. It will outline the vision and framework for the city's growth and change over the coming decades.

The Calgary Plan will guide how Calgary will grow and change over the next 30 years and set the direction for future land use and mobility decisions. The Calgary Plan fully integrates both land use and transportation policy together for the first time in a simplified, plain language document-- replacing the current Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP). While the Calgary Plan has been simplified and modernized, it carries forward the vision from the 2020 MDP (amended in July 2025).

What is the Zoning Bylaw?

The new Zoning Bylaw will replace the current [Land Use Bylaw 1P2007](#). It is one of the most important tools we have for implementing the vision set out in the Calgary Plan. It directs two things: the shape and size of buildings and the uses allowed on a property.

The new Zoning Bylaw will align with the Calgary Plan, helping deliver on that plan's vision for:

- Improved housing choice
- Great transit
- A vibrant downtown
- Walkable, mixed-use communities

In alignment with the draft Street Manual, ensuring that building and street design works together to build a city that delivers on these key directions. The new Zoning Bylaw will:

- Add certainty and clarify regulations
- Reduce the number of zones
- Simplify the list of uses
- Include more graphics and plain language, making it easier to understand

What is the Street Manual?

The new Street Manual (currently called the [Complete Streets Policy & Guide](#)) will provide updated direction for the design of Calgary's streets to support safe multi-modal travel options for all Calgarians on well-connected networks that are sensitive to the environment.

The Street Manual will guide how city streets are designed, including:

- The types of spaces needed for different travel options, including walking, wheeling, transit and driving
- Streetscape elements like trees, benches and public utilities
- How streets interact with surrounding buildings, including different approaches to driveways, parking and the use of sidewalk space based on the local context

The Street Manual is one way of implementing land use and mobility policies in the Calgary Plan. Planners, developers, engineers, landscape architects and designers use this manual when designing streets in new communities or retrofitting existing streets.

1.2 Why does this program matter?

Calgary is growing rapidly, and we will soon be a city of two million people. Our city and our planning tools need to adapt to ensure Calgary keeps the elements that make our city a great place to live today, while accommodating and leveraging growth to increase our opportunities in the future. The City Building Program will align and strengthen our planning tools to create a place where everyone can thrive and be a city of choice for all Calgarians.

The Calgary Plan, Zoning Bylaw and Street Manual fit into a framework of planning policies, tools and regulations that help build our city and shape the future of Calgary, connecting vision to outcomes. Together, this framework helps achieve a common vision of providing choices for how Calgarians want to live, how we want to get around, and the types of communities and amenities we want to enjoy.

1.3 City Building engagement to date

Since the fall of 2023, an extensive engagement program has been carried out to help shape and inform the development of the City Building Program. The engagement has been conducted in multiple phases, each with a specific focus:

- **Phase 1 – Where are we going?** Focused on understanding the fundamental priorities of Calgarians to guide the direction of the City Building Program.
- **Phase 2 – How are we going to get there?** Shared draft ideas under consideration for the program and gathered feedback on specific elements.
- **Phase 3 – What comes next for the Calgary Plan?** Released the draft Calgary Plan and sought focused feedback on the proposed content.
- **Phase 4 – What comes next for the Zoning Bylaw?** Released the draft Zoning Bylaw and gathered input on the proposed draft, details, and ideas presented.
- **Equity-denied communities' engagement** – Ongoing engagement with communities, organizations, and individuals from underrepresented and marginalized populations in Calgary to gather their input throughout the process.
- **Interested parties' engagement** – Engagement with organizations and individuals who have expressed specific interest in aspects of the City Building Program.

A detailed overview of these engagement efforts is provided in [Appendix A: City Building Program Overview and Engagement Approach](#).

1.4 What we asked

The fifth phase of engagement focused on sharing updated information on the draft Zoning Bylaw, the Calgary Plan, and the Guide for Small Scale Housing, while gathering feedback to help guide future decision-making. Throughout this phase, participants were encouraged to select the topic areas that were most relevant or interesting to them and provide feedback accordingly. This self-directed approach was carried across all engagement methods—including the online survey, online workshops, and in-person events—where topic areas were used as guiding prompts to initiate conversations and gather input.

Participants were invited to engage with the following topic areas:

- How the Zoning Bylaw and zoning processes work
- Housing in residential areas
- Parking in residential areas
- Business in residential areas
- Mixed use areas
- Large commercial sites
- Industrial areas

- Mixed civic sites
- Starting, operating and changing businesses
- Parking for bikes, scooters, strollers and more

During the online workshops, these topics were grouped into two themed sessions. One series of workshops focused on residential areas, including housing, parking, and businesses in residential zones. The second series explored mixed-use areas, large commercial sites, and industrial lands. Each workshop began with a brief presentation to provide context and was followed by guided discussions and prompting exercises to support participant feedback.

In the online questionnaire, participants were first asked to identify which topic areas they were most interested in. They were then presented with background information on their selected topics, followed by a series of questions. These included scenario prioritization, multiple-choice questions, and open-ended prompts, allowing participants to share both their preferences and more detailed commentary on key zoning issues.

The next two sections are a synthesis of what was captured in conversations related to the above topics.

Section 2

What We Heard – Public



2.0 What We Heard – Public

In Phase 5, questions were grouped by topic to help break down the full scope of the draft Zoning Bylaw. This section uses the same structure. Each section includes feedback collected through the online survey, as well as insights gathered from community conversations. Community conversations encompass Ask-a-Planner pop-up events, online information sessions and workshops, and other avenues through which feedback was received.

Engagement topics:

- [2.1 Zoning Processes](#)
- [2.2 Housing in Residential Areas](#)
- [2.3 Parking in Residential Areas](#)
- [2.4 Businesses in Residential Areas](#)
- [2.5 Mixed-Use Areas](#)
- [2.6 Large Commercial Sites](#)
- [2.7 Industrial Areas](#)
- [2.8 Calgary Plan Feedback](#)

Online Survey

What topics do you want to share your thoughts about?

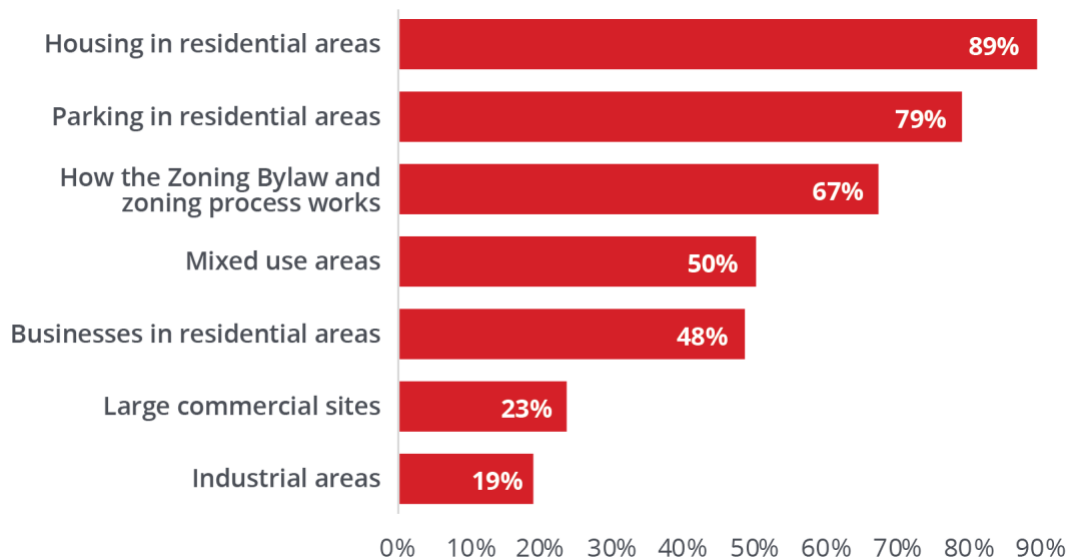


Figure 1: Responses to what topic areas survey respondents want to provide input on. (n = 898)

2.1 Zoning Processes

Online Survey

When it comes to zoning rules, what matters more to you?

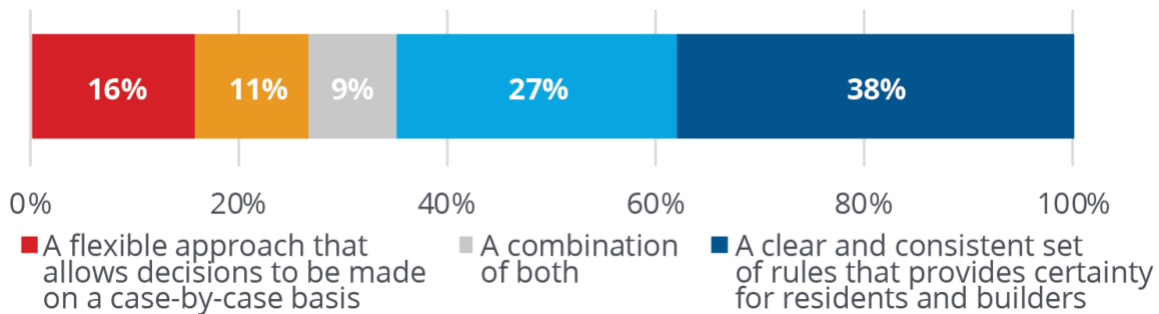


Figure 2: Preferences to what is more important to respondents when it comes to zoning rules. (n = 482)

What should the City prioritize when reviewing new housing developments?

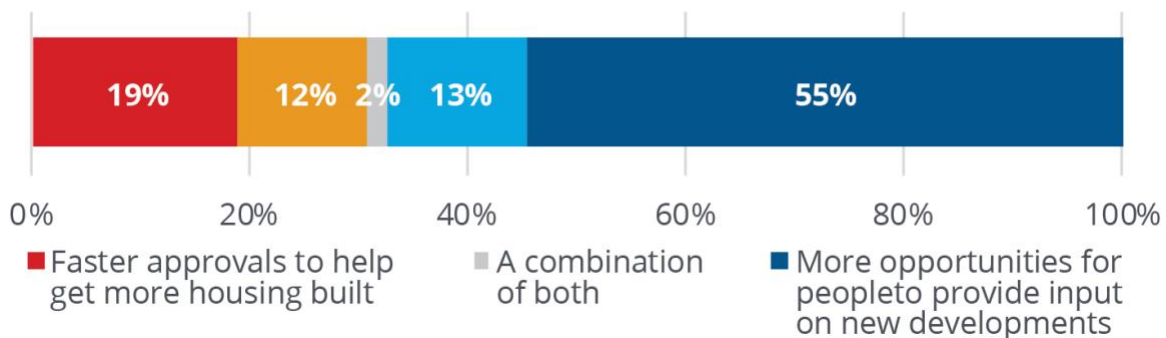


Figure 3: Respondents preferences to what should be prioritized in new housing developments. (n = 519)

What is more important when evaluating developments for approval?

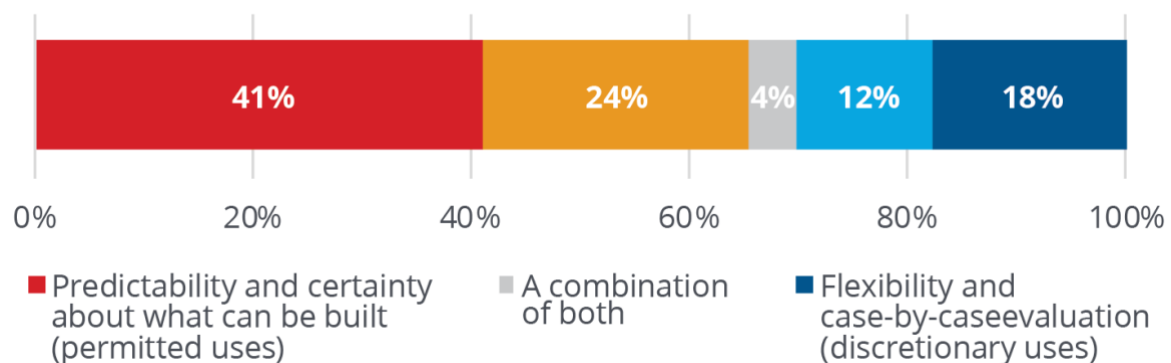


Figure 4: Preferences to what is more important to respondents when evaluating new developments. (n = 494)

What is most important to you in the application process?

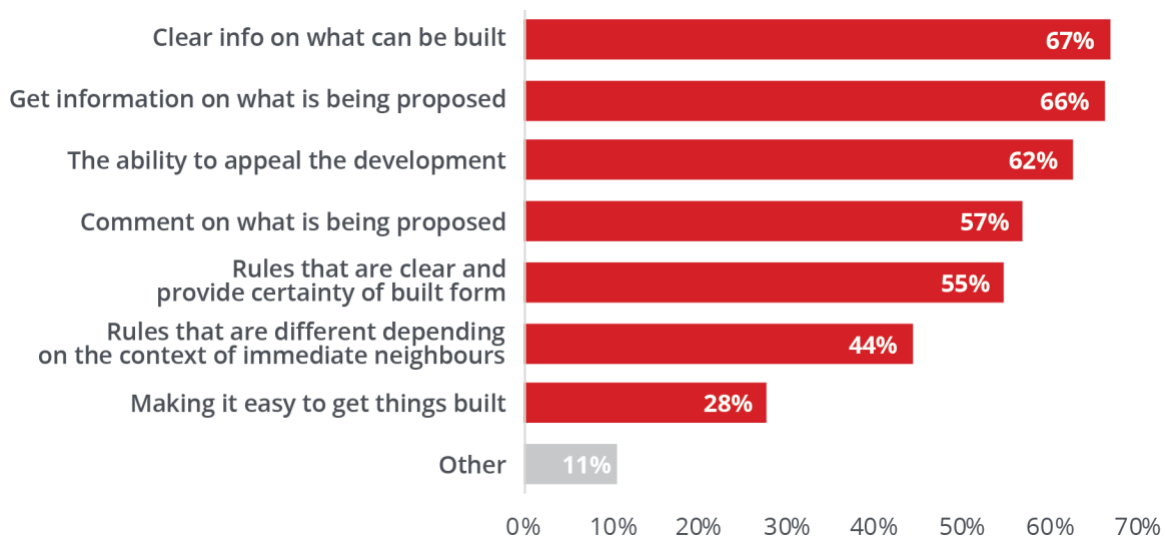


Figure 5: Responses to what is most important to respondents in the application process. (n = 599)

How would you want to be notified by the City about new development in your area?

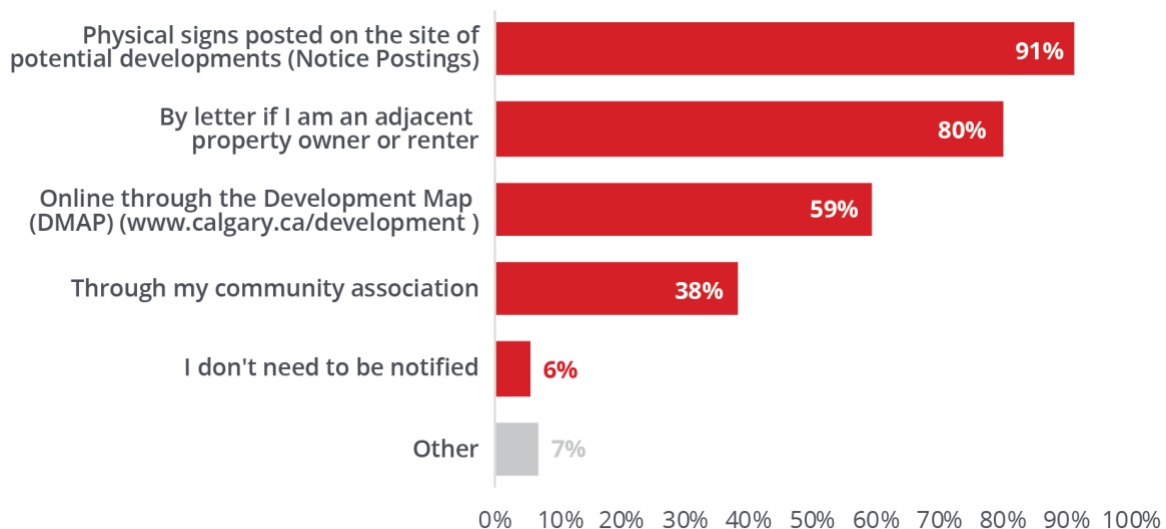


Figure 6: Responses to how respondents would want to be notified by the City about development in their area. (n = 600)

How would you want to be informed or engaged by an applicant (developer) about new development in your area?

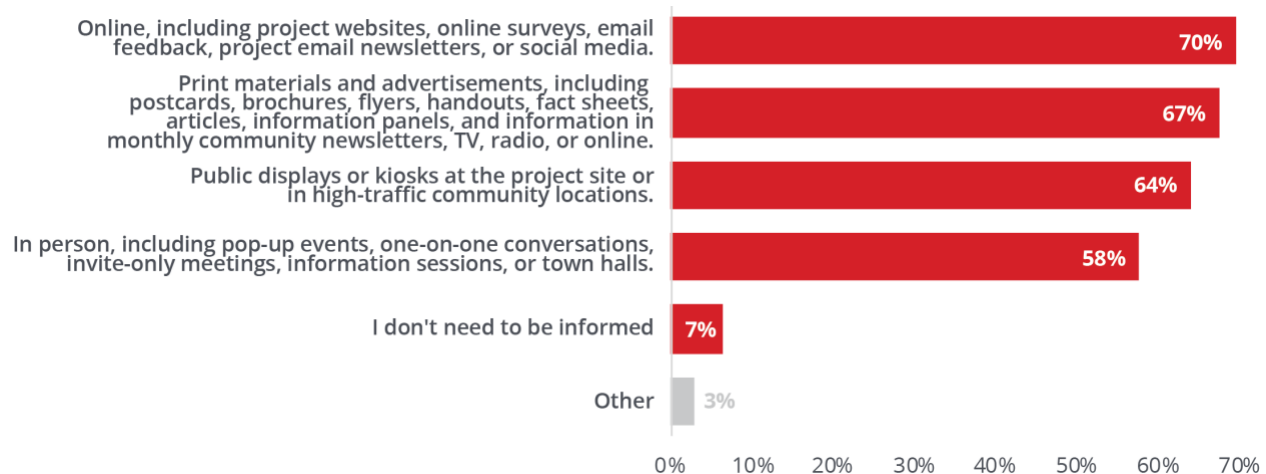


Figure 7: Responses to how respondents would want to be informed or engaged by an applicant about development in their area. (n = 598)

Why did you make these selections?

Detailed Explanation	Sample Comment Quotes
More Public Engagement/Awareness: Respondents highlighted a need for increased opportunities for engagement and awareness. Particularly the people who own or live in properties that are adjacent to new developments noted that their expectations were not met related to sharing/communicating opportunities for engagement.	<i>"It's important for people in the affected area to be aware of what's being proposed."</i> <i>"I must be informed. Tragic how little info [is] available."</i> <i>"I feel very strongly that area residents who will be affected should be informed in a transparent, clear & inclusive way. Dialogue must be allowed & respected. Navigating the City website can be very challenging for some people."</i>
Meaningful Use of Public Feedback: Respondents commonly expressed that they want to ensure their feedback will be used to inform changes moving forward. Many noted that they do not believe that their feedback from past engagements with The City was considered in decision-making.	<i>"As a taxpayer, I have the right to influence how Calgary grows since my taxes are partially used to fund redevelopment inc. infrastructure."</i> <i>"Your blanket rezoning was not what the people wanted and you didn't listen then. Will you listen now?"</i> <i>"It is important that all those affected be informed and have the ability to appeal. This is a democracy and in the last several years the city seems to be</i>

	<i>making a lot of decisions without informing or getting input from those most affected.”</i>
Aesthetic Complaints: Respondents are concerned that new developments are negatively affecting the look and feel of established neighbourhoods. Building materials, heights and capacity were a few examples of the concerns shared by survey respondents. It was frequently noted that they purchased property in the suburbs to avoid densification and multiplex rental properties, which is now “ruining” their suburban neighbourhoods.	<i>“I would like the city to preserve the character and density of existing neighbourhoods... I don’t, nor do any of my neighbours, want high density housing built in the low density neighbourhood that we bought in specifically because it is a low density neighbourhood.”</i> <i>“The changes of the blanket rezoning made a few years back have significantly impacted the design and look and feel of communities.”</i> <i>“I live in a small R1 neighborhood and don’t want it to be destroyed by multiplex housing.”</i>
Zoning Must be Clear and Consistent: Respondents noted that the rules for development are inconsistent which makes it difficult to know what to expect with new developments. Creating clear bylaws that provide directions that cannot be interpreted to suit the whims of the builders (or the community) will help to ensure that everyone understands what is or is not allowed to be developed in a particular zone. This can potentially reduce red tape, expedite critical developments, prevent unscrupulous development, and limit NIMBYism.	<i>“I believe that the city is in need of different types of housing. Having set rules of what can be built with clear rules can help developers stick to the rules in an easier way.”</i> <i>“Clear and concise. No room for misinterpretation.”</i> <i>“The zoning bylaw should be simple and transparent to provide certainty to developers. It should be cost and time efficient, and reduce red tape for arbitrary and restrictive zoning rules.”</i>
Parking Concerns: Many comments included concerns about the provision of parking spaces per unit. Reduced parking provision is seen as a challenge for residents who are becoming increasingly reliant on street parking. Congestion due to over-reliance on street parking was noted as negatively impacting neighbourhood safety.	<i>“I am seeing too much densification with limited parking. Mardaloop for instance is a mess. Can hardly drive down the narrow streets, and super hard to find parking.”</i> <i>“Parking is horrendous with 6-7 cars per house now! The street can’t handle this.”</i> <i>“Im concerned about conversions in established neighborhoods with multiple units. This will kill our property value. Make parking a nightmare. Change the feel. Impact safety. Re-development like this should be kept closer to downtown.”</i>

Community Conversations

In addition to the feedback gathered through the online survey, several community conversations were held throughout the fifth phase of engagement. Feedback on the new draft Zoning Bylaw heard through those conversations are as follows:

Detailed Explanation	Sample Comment Quotes
Desire for Simpler and More Predictable Processes: Participants across sectors expressed a strong desire for planning and permitting processes that are easier to understand, more transparent, and faster to navigate. Many described the current system as overly complicated and frustrating. Calls were made for simplified zoning language, clearer rules (especially for discretionary uses), and more user-friendly documentation and tools.	<i>“Processes are hard to navigate and confusing now.”</i> <i>“Make development processes faster – hire more planning staff.”</i> <i>“Permitting and system navigation can be difficult.”</i> <i>“The process is the problem, not the Bylaw itself.”</i>
Concerns About Community Voice and Local Area Plans: Some respondents expressed skepticism about how community perspectives are being integrated, especially in areas without approved Local Area Plans (LAPs). There were concerns that ongoing changes to zoning and planning policy are outpacing public input and undermining residents’ ability to influence development on their streets or in their communities.	<i>“The continued referencing of Local Area Plans in the Calgary Plan is deceiving as so few communities have LAPs in place.”</i> <i>“Ensure LAPs are in place before continually referencing them throughout the Calgary Plan.”</i> <i>“Community feels as if their voice is not being adequately heard or respected.”</i> <i>“People buy into communities for a reason. They want predictability.”</i>
Frustration with the Appeal Process: Developers and some industry representatives voiced strong concerns about delays and financial impacts caused by what they viewed as low-merit appeals through the SDAB (Subdivision and Development Appeal Board). While acknowledging the need for public input, many argued that the current process allows for frivolous objections that harm housing delivery and increase costs for consumers.	<i>“Every day a site sits empty costs a developer \$500 per day which gets passed on to the consumer.”</i> <i>“Fixed fees leave the door open for abuse. Trust me, the NIMBY movement is strong.”</i> <i>“We had a site delayed 1 year... hurts families looking for homes.”</i> <i>“From a CA perspective, communities/residents also want a voice in the process.”</i>
Calls for Better Alignment Between Zoning, Building Code, and Best Practices: Participants flagged several disconnects between zoning bylaws and the Alberta Building Code or construction best practices. Concerns were raised about fire safety, vinyl siding, slope-related design constraints, and	<i>“Builders should be required to build at a standard that can be insured.”</i> <i>“Update building code to address fire hazard issues inherent in small places.”</i>

tolerance for minor deviations from bylaw rules.

Respondents called for clearer guidance, better alignment across regulations, and rules that enable safe, high-quality construction.

“Zoning bylaws need to communicate and improve alignment with building code.”

“What are the rules on tolerance? What’s too far off from rule?”

Interest in a More Flexible, Forward-Looking

Zoning Approach: Several respondents emphasized the need for zoning regulations that are adaptable to future needs, promote innovation, and focus on what is possible rather than what is restricted. There was interest in performance-based or outcomes-oriented frameworks and more room for review and relaxations.

“We can’t anticipate all the uses today that we’ll need in future.”

“Create a bylaw that is more flexible and tell developers what they can do, rather than what they can’t do.”

“Is it possible to change zoning regulations once they are set?”

2.2 Housing in Residential Areas

Online Survey

When deciding on front setbacks in housing zones, what do you think is more important?

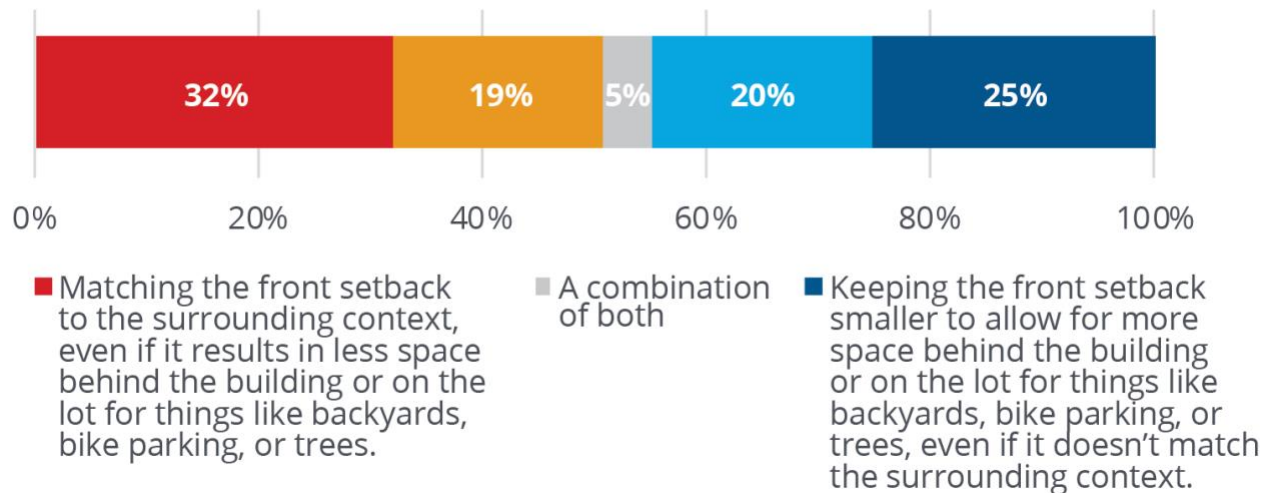


Figure 8: Preferences to what is more important when deciding on front setbacks in housing zones. (n = 639)

Given the limited space on residential lots, how would you rank the following features in terms of priority for inclusion?

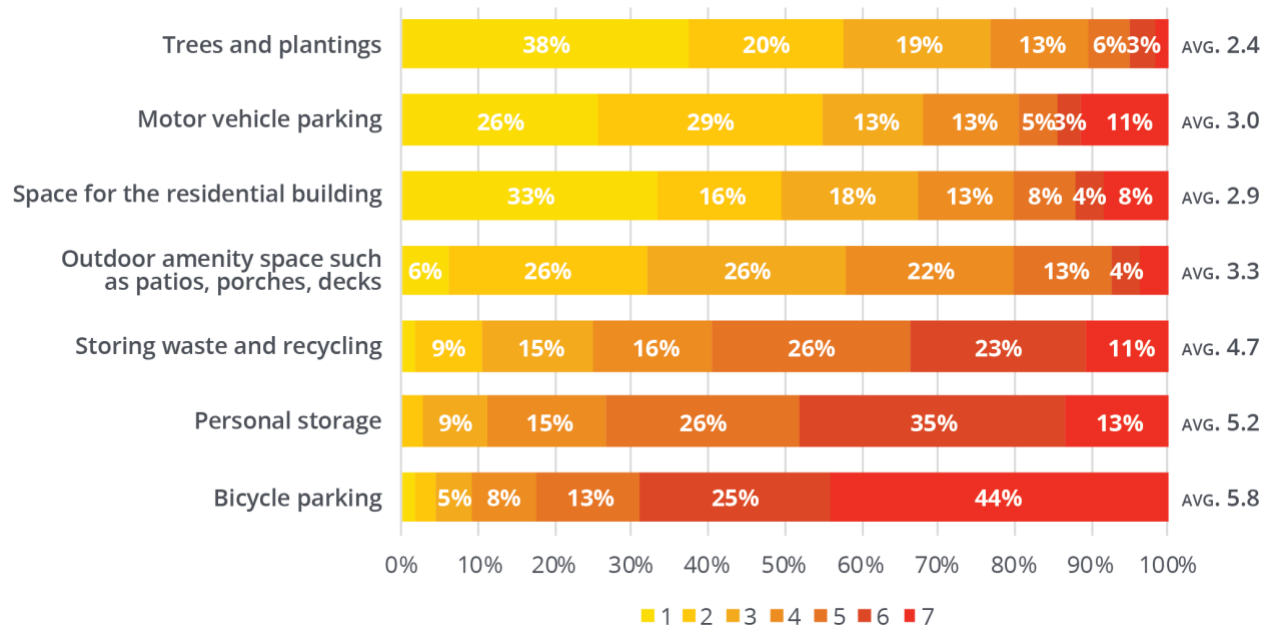


Figure 9: Ranking of features priority for inclusion on residential lots. 1 being the highest priority, 7 being the lowest priority. (n = 731)

Why? Do you think there is anything else challenging or important to consider?

Detailed Explanation	Sample Comment Quotes
Off-street Parking: Many respondents emphasized that off-street parking remains a top priority when deciding how to allocate limited residential lot space. Parking is seen as essential for daily life, particularly in a city like Calgary where winter conditions and limited transit options make car ownership common. Several comments highlighted frustration with infill developments that increase density without adequate on site parking, creating strain on surrounding streets. Others acknowledged the need for balance, suggesting that proximity to transit might justify reduced parking. A few also pointed to the importance of considering the needs of seniors and people with mobility limitations when planning residential spaces.	<i>“Stop allowing secondary units on small lots with no parking on the streets!”</i> <i>“Ensure there is adequate parking for the development and space for garbage bins. The reality is most Calgarians own a car.”</i> <i>“It appears that greed seems to be what is driving the housing market... We have ones going in that are eight and 12 side-by-side, with no accommodation where those 8 to 24 vehicles are going to go.”</i> <i>“Space for car parking priority is dependent on existing viable alternatives to driving... if the development is in a new community, then there should be adequate parking in the short term until transit can be constructed.”</i> <i>“Seniors are having less options... More 60+ senior living, main level duplex complexes need to be included... The whole picture is no longer looked at for different age groups.”</i>
Maintaining Community Character and Contextual Considerations: Respondents expressed strong concerns about new developments clashing with the existing character and context of established neighbourhoods. Many emphasized that new builds should complement the architectural style, scale, and streetscape of their surroundings to maintain a cohesive community identity. There is particular frustration when new design standards are applied without sensitivity to older neighbourhoods, with fears of decreased property values and reduced liveability. Some noted that context should be considered flexibly, adapting to different community patterns rather than enforcing uniformity.	<i>“The neighbourhood esthetics always need to be considered. If city policies negatively impact property values lawsuits for injurious affection will be plenty.”</i> <i>“There is simply not enough space in smaller neighbourhoods for zero lot lines homes and bins and parking... anything built is both wanted and keeping with the character of communities.”</i> <i>“I hate it when they apply new building standards to older neighbourhoods, and it doesn't fit at all... remove the front yard with a concrete pad like in new neighbourhoods.”</i> <i>“The design needs to not negatively impact the neighbouring houses and residents. Property values need to be maintained or enhanced not devalued.”</i> <i>“For front setbacks while context feels like an important factor it can unfairly limit new development in older non-revitalized</i>

	<i>neighbourhoods... Context should be a factor but needs to be applied with an eye for how the neighbourhood is developing.”</i>
Residential Yards and Access to Public Green Space: Respondents placed high value on maintaining yards and green spaces within residential lots, viewing them as essential for community health, environmental sustainability, and quality of life. Many expressed concern that increasing density and lot coverage is leading to a loss of greenery, mature trees, and outdoor play or gathering areas. Green space was seen not only as a luxury but as critical infrastructure for mental well-being, liveability, and neighbourhood identity. Several called for limits on overbuilding and better integration of nature into design standards.	<i>“Outdoor amenities and green spaces enrich everyone's lives... as much space as possible should be allocated to these spaces.”</i> <i>“Stop the excessive lot coverage, retain mature green canopy, provide outdoor space and fence the units.”</i> <i>“Blanket rezoning to remove setbacks, green space and cram as many units in as possible... is antithetical to human thriving.”</i> <i>“Reduce the current density push, have more green space and include parking in the lot for every unit/suite.”</i> <i>“Then lawn/trees/yards and next to make sure that our whole city doesn't end up a giant paved concrete lot.”</i>
Preserving the Tree Canopy: Respondents were strongly supportive of preserving and enhancing tree canopy and plantings, viewing them as vital to neighbourhood character, climate adaptation, and overall liveability. Many voiced concerns that current development practices—especially those involving high lot coverage—are leading to the loss of mature trees and biodiversity. Trees were seen as a key feature for cooling, stormwater absorption, and urban aesthetics, with several urging the City to require developers to preserve existing greenery and integrate plantings into site plans. The feedback reflects a deep connection between tree canopy and quality of life, especially as Calgary faces environmental and densification pressures.	<i>“Tree lined streets have many benefits for urban planning including neighborhood safety and sustainability over the seasons, particularly as summers are getting higher temperatures for longer durations.”</i> <i>“Considering the city's climate commitments they should not be approving such large residential developments that destroys all the trees on a lot.”</i> <i>“The established neighbourhoods are losing mature urban forest and biodiversity... Developers should have to adjust plans for what can be built based on the mature trees on the lot.”</i> <i>“Trees and planting are important for the character of the neighbourhood... zoning and site layout should consider the impacts to existing trees and plantings on neighbouring properties.”</i> <i>“No quality of life with no personal outdoor space, no trees and green... Calgary can do much better with smarter building.”</i>

Lot Coverage: Respondents expressed strong concern about excessive lot coverage in new residential developments. Many felt that large building footprints crowd out important features like trees, green space, and parking, diminishing the overall livability and character of neighbourhoods. Several respondents also linked high lot coverage to broader environmental issues such as reduced permeability and increased urban heat. There was a clear call for smaller building footprints, better setbacks, and planning rules that prioritize balance between built form and natural or shared outdoor space.

“Rowhouse developments leave very space for soft landscaping or permeable land... reduce lot coverage, reduce UPA and you get more space for other things like trees, amenity spaces, parking etc.”

“The City declared a climate emergency but is allowing more lot coverage... other areas have become concrete jungles.”

“The building site coverage is too high. Smaller building footprints are needed to allow more green space and reduce heat island.”

“Setbacks should match neighbouring houses... many of the new row houses are taking up the whole lot.”

“Maximizing lot coverage and shoe-horning in the maximum possible units are not always the answer... need sensible contextual front setback rules.”

Which are the most important land use impacts of new housing developments for Zoning Bylaw rules to address?

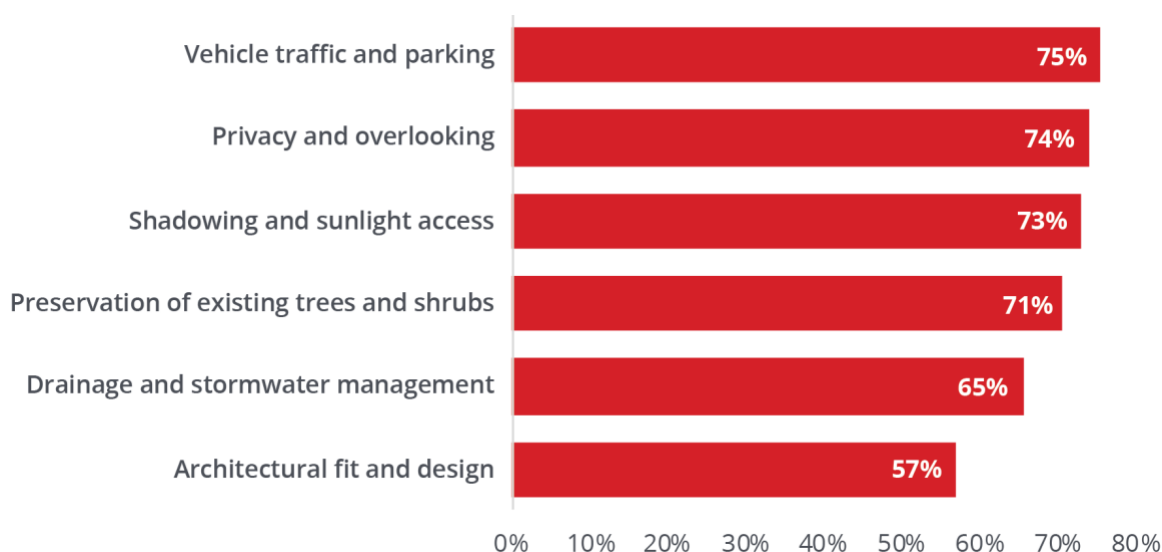


Figure 10: Respondents' preferences to what Zoning Bylaw rules should address in regard to land use impacts. (n = 780)

Why? Do you think there is anything else challenging or important to consider?

Detailed Explanation	Sample Comment Quotes
----------------------	-----------------------

Impacts to Community Character and Aesthetics:

Respondents strongly emphasized that new housing developments should respect and align with the existing character of their communities. Many expressed concern that current infill projects are architecturally incompatible, diminish neighbourhood aesthetics, and negatively impact property values. There was a clear desire for zoning regulations to preserve the scale, design, and overall cohesion of established neighbourhoods. Participants frequently called for architectural controls and limits on building height to maintain the familiar look and livability of their communities.

"I believe that architectural fit and design is the first priority and ensuring creative design that enhances the existing area."

"Many of the new designs stick out like a blight on the neighbourhood, time for architectural controls."

"Because mixed era communities have no cohesion... the overall look and feel of a street and/or community should have the same flow."

"Again, buildings must be contextual. Increased density must be balanced with the general look of the neighbourhood."

"The character of neighbourhoods is being totally altered... height restrictions in residential areas should be limited to 2 storey."

Off-street Parking Minimums: Parking emerged as one of the most urgent concerns for residents responding to land use impacts of new housing developments. Many respondents described off-street parking as essential in a car-dependent city like Calgary, citing fears of safety issues, blocked sidewalks, and tension over limited street parking. Several noted that new developments often underestimate the number of vehicles per household, leading to spillover effects on public space and neighbourhood cohesion. There was strong support for zoning rules that ensure adequate on-site parking while also balancing green space and liveability.

"Parking is a massive safety concern... all the parked cars are on the street and we can't see the sidewalk."

"Parking is the biggest thing to consider, followed by privacy and equitable access to Sunlight."

"Must keep parking and protect our urban canopy. 60% lot coverage is too much."

"New, dense, infills, that are built in areas with limited on-street parking, should be denied residential parking permits – setting expectations for the new arrivals."

Impacts to the Tree Canopy: Respondents consistently emphasized the critical role of tree canopy and foliage in maintaining livable, beautiful, and environmentally resilient neighbourhoods. Concerns were raised about the widespread removal of mature trees in favour of dense new developments, often without sufficient planning for replacements or ecological impact. Trees were strongly linked to quality of life factors such as privacy, sunlight, stormwater management, and community identity. Many urged that zoning bylaws include stronger tree protection and replanting requirements to prevent long-term environmental degradation.

"Sunlight, privacy, and trees are why people buy houses. Don't infringe on those."

"All trees in previous lots are being taken out and replaced by ugly building structures."

"Beautiful and livable neighbourhoods always include trees... sidewalks are also important."

"There is zero consideration of parking, drainage/storm water management, or preservation of trees and natural sunlight."

	<i>"The city doesn't care if there is stolen sunlight, no parking, trees hacked away, privacy. All reasons I purchased RC1."</i>
Impacts to Privacy: Privacy emerged as a key concern for many residents in the context of new housing developments and densification. Respondents described a growing sense of intrusion as homes are built closer together, with taller structures overlooking yards and windows facing directly into neighbouring living spaces. These changes were seen to erode the quality of life and personal comfort that people expect from their homes. Many called for stricter zoning rules on setbacks, height, and orientation to preserve privacy and reduce friction between neighbours.	<i>"Privacy and shadowing are very important... neighbours behind you... are in 3 story townhouses looking down at your yard, into your house everyday."</i> <i>"Lack of privacy causes ongoing friction."</i> <i>"Privacy and height restrictions and setbacks from property lines are also critical."</i> <i>"Minimum yard space... caused a lot of privacy and security concerns."</i>
Impacts to Sunlight and Shading: Sunlight access and shading were identified as high-priority concerns for many respondents reflecting on the impacts of new housing developments. Tall, bulky infill housing was frequently cited as blocking sunlight from neighbouring homes and gardens, leading to a perceived loss in comfort, liveability, and even mental well-being. Residents expressed frustration at having their homes overshadowed without recourse, and stressed the importance of preserving sunlight for both practical and environmental reasons. Many called for zoning rules that better regulate height, placement, and massing to prevent overshadowing and ensure equitable access to daylight.	<i>"Those of us who own our own single family dwellings end up sandwiched between massive developments with no regard to our privacy or access to sunlight."</i> <i>"I love density but there's a way to do it without smaller older houses losing all their light and privacy."</i> <i>"I don't want someone looking in my yard. I want the sun to grow plants and restore the trees the developers knock down."</i> <i>"Sunlight is important for regulating sleep and waking hours; it's important that access to the sun is equitable."</i>

Which of the following should be top priorities in the design of new housing buildings?

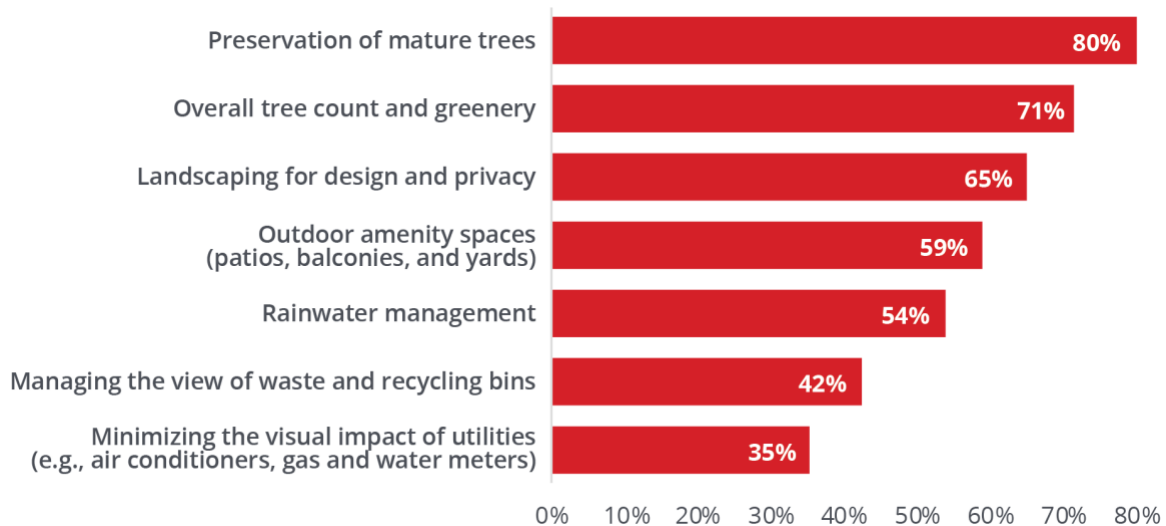


Figure 11: Respondents preferences to what should be prioritized in the design of new housing. (n = 770)

Why? Do you think there is anything else challenging or important to consider?

Detailed Explanation	Sample Comment Quotes
Tree Count, Species Type and Preserving Mature Trees: Respondents strongly supported prioritizing tree canopy and thoughtful plantings in the design of new housing developments. Many emphasized that mature trees offer irreplaceable benefits, including biodiversity, air quality, shade, and a sense of neighborhood identity. There was widespread concern that redevelopment often results in the loss of greenery, with little accountability for replanting or maintaining ecological value. Participants called for more ambitious and enforceable landscaping standards, including diverse tree species and shared green spaces that promote both environmental health and community connection.	<i>“Preserving mature trees, outdoor spaces, and thoughtful landscaping should be top priorities—they impact mental health, biodiversity, and how people actually feel in a space.”</i> <i>“Planting one columnar aspen... is not considered sufficient replacement of trees.”</i> <i>“Trees provide habitat for song birds as well as clean the air we breathe. Private tree policy is a necessity.”</i> <i>“The majority of trees and shrubs are lost when a developer builds 8 or 16 plexes... there is no way of preserving any old trees.”</i> <i>“Encouraging people to plant flowers and flowering bushes... public places should be neat and manicured.”</i>
Residential Yards and Access to Outdoor Amenity Space: Respondents consistently emphasized the importance of integrating yards and green spaces into the design of new housing developments. These	<i>“Many houses are being built with no yard. The yard is covered by a patio or cemented. I worry about this for water.”</i>

outdoor areas were seen as essential for mental health, biodiversity, water management, and fostering social connection—particularly in denser developments. Concerns were raised about the increasing trend toward hardscaping or eliminating yards entirely, with calls for more thoughtful and functional communal green spaces. While some acknowledged that not all units need large private yards, there was strong support for ensuring access to meaningful, well-designed outdoor amenities.

“Preserving mature trees, outdoor spaces, and thoughtful landscaping should be top priorities... shared green areas and small social nodes help foster community.”

“Calgary is behind on overall tree count and greenery... the city is going backwards rapidly.”

“I do not think expansive outdoor space for all dwelling units is necessary... access to nearby park space for those without personal outdoor space is important.”

“In multi-unit developments, it's important to consider outdoor amenity space for the whole development... compared to small private yards.”

Community Character and Contextual

Considerations: Many respondents emphasized the need for new housing developments to align with the character and context of existing neighborhoods. Concerns focused on design compatibility, building scale, and preserving the visual and social cohesion of communities. Participants expressed frustration with developments that appear out of place or overly dense, arguing they disrupt established streetscapes and community trust. There was strong support for planning processes and zoning rules that ensure sensitive, respectful integration of new buildings into the existing urban fabric.

“The design should fit in the community at large, e.g. adding a two story 6-unit townhouse to a bungalow-designed cul-de-sac is not appropriate.”

“Tree canopy, respectful and functional design... people are feeling forced out of their forever homes so that excessive density can house too many individuals.”

“Existing buildings in neighborhood to be consistent like R1 vs building a 4 plex beside.”

“Context of the existing neighbourhood.”

“The lost integrity of neighbourhoods that are properly planned... not rapid densification that will result in lost character.”

Off Street Parking: Off-street parking was consistently flagged as a top priority in the design of new housing buildings. Respondents emphasized that insufficient on-site parking leads to overcrowded streets, safety concerns, and ongoing conflict in residential neighborhoods. Many called for zoning requirements to guarantee at least one parking space per unit, especially in areas where public transit is not a viable alternative. There was a strong sentiment that parking needs must be addressed realistically alongside intensification goals to preserve neighborhood functionality.

“Parking needs to be included and a proper definition around what mid density housing means.”

“Sufficient parking to keep streets clear.”

“Inner-city density needs to be reviewed on a case-by-case basis. Parking on-site needs to be provided at a minimum of one space per dwelling unit including suites.”

“Multi residential buildings take up more land space... Parking is also an issue. Not enough parking

(at least one stall per unit) is unacceptable.”

“Indoor parking for vehicles must be for at least 80% of all occupants.”

Which of the following should be top priorities in the design of new housing buildings?

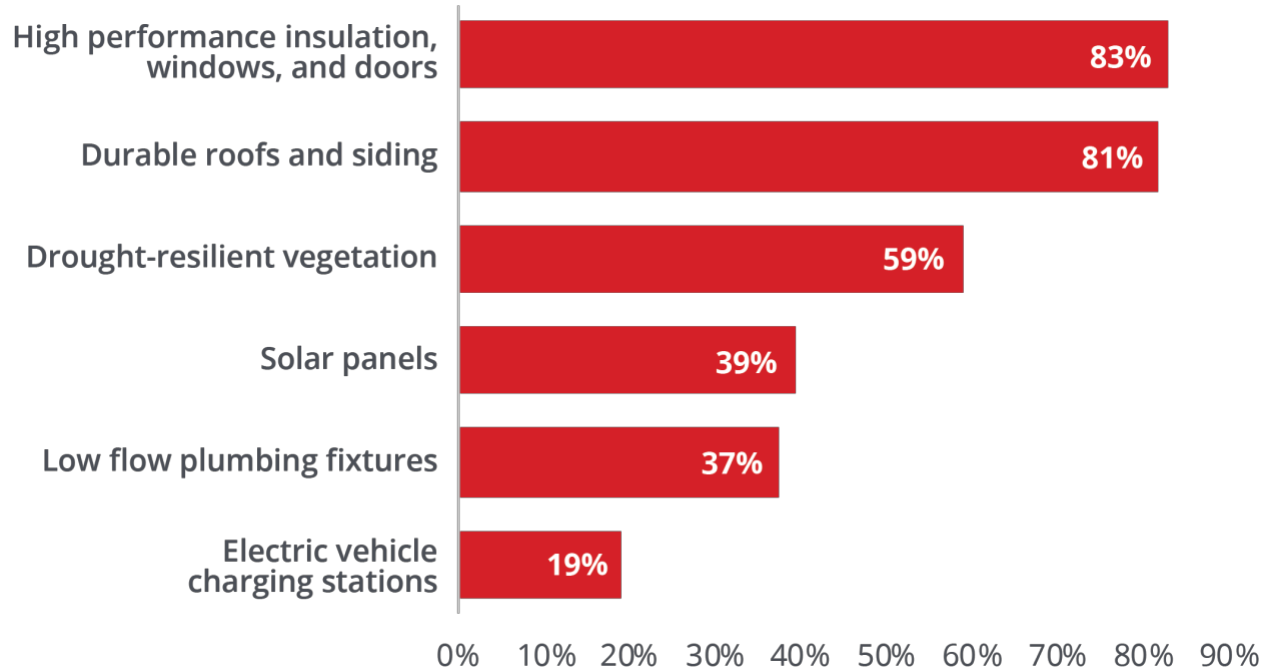


Figure 12: Respondents' preferences to what should be prioritized in the design of new housing. (n = 730)

Why? Do you think there is anything else challenging or important to consider?

Detailed Explanation	Sample Comment Quotes
Weather Resistant Materials: Survey participants explained that due to the costly storm damage that Calgarians have been experiencing in recent years, it is crucial that new building designs should include exterior materials that will withstand frequent hail storms.	“Additionally, housing should be built to last and weather the types of severe weather events that Calgary often faces (e.g. thunderstorms, hail storms, heavy snow, risk of tornadoes/high winds).” “Minimum energy efficiency standards should be part of building code as should more durable exteriors, especially in "hail alley" areas of northeast Calgary as last two hail summers have demonstrated.” “Build for the weather extremes: extremely cold to hot, and use materials that withstand hail.”
Build Better Quality Homes: Quality materials and craftsmanship were noted as key considerations in the design of new developments. Survey	“The above options are for quality of materials only. The workmanship is equally important and the City needs to take steps to ensure developments meet a

respondents cited extreme weather events, and safety concerns as rationale for improving the existing standards for development to ensure long-lasting homes that will not only withstand extreme weather, but promote sustainability by using durable materials that will not require replacement or repair in the short-term.

certain standard. Either the current standards are too low or many new buildings do not actually meet the standards despite passing inspections and the developers continuing to receive permits to build.”

“Climate resilience must be more than a buzzword—it requires enforcing higher building standards. Too many homes are built cheaply with little regard for lifespan or energy efficiency. Materials and practices should be durable, environmentally responsible, and future-focused.”
“We need to demand quality in development.”

Electric Vehicle Infrastructure: EV infrastructure was described as a luxury to many survey respondents. Concerns about the capacity of the existing electric grid were emphasized as a reason not to mandate EV charging stations in new developments. Some respondents also noted that including EV infrastructure was in direct conflict with the shift towards active transportation and the overall reduction of parking requirements.

“If there is no parking required, why do you need EV charging??”

“Unless there is a wholesale upgrade to the Canadian electrical grid (new infrastructure), focussing on EVs is fruitless - there is not enough power for all.”

“Not everyone will have an electric car, we should not make that mandatory. we need to make houses better suited for the future impacts of climate change.”

Energy Efficiency: Improving energy efficiency by ensuring adequate insulation, windows and other energy-saving building features are used in new developments was emphasized as a priority by respondents. These enhancements will support the reduction of heating and cooling costs in the summer and winter months, and improve overall affordability.

“Improved windows and solar panels reduce energy consumption and cost to homeowners.”

“Insulation is key. Alberta already has some of the highest energy fees for residential consumers in Canada.”

“Creating high-efficiency buildings is both responsible and a huge selling point.”

Vinyl Siding: Vinyl siding is a material that is commonly used in new developments, but due to the extreme weather in Calgary, this material is easily damaged. The damaged exteriors require frequent repairs and negatively affect insurance rates in the surrounding neighbourhoods. Survey respondents shared that vinyl siding should not be permitted for use on the exteriors of new developments.

“Only allow siding that is hail proof. Vinyl siding, etc should be stopped immediately!!!”

“Vinyl siding should be illegal on all new builds because of the yearly hail storms.”

“How about no plastic sidings that get damaged by hail and increase everyone’s insurance costs.”

This is Not Affordable: Respondents observed that some of the design features noted such as electric

“It is important to integrate all of the above but affordability has to be considered.”

vehicle charging stations and solar panels are costly to include for builders, which will negatively impact the affordability of the units. It was noted that although these features are nice to have, they are luxury items that should not be mandated by The City.

“How can affordable housing be cheap enough to buy with electric power stations and solar panels?”

“While it is nice to include solar panels and EV charging stations, requirements like this on a developer will increase the price of the finished product to the consumer.”

Community Conversations

In addition to the feedback gathered through the online survey, several community conversations were held throughout the fifth phase of engagement. Feedback on the new draft Zoning Bylaw heard through those conversations are as follows:

Detailed Explanation	Sample Comment Quotes
Concerns About Housing Affordability and Accessibility: Many participants expressed fear and frustration over the rising cost of housing and the lack of affordable, accessible options. They emphasized the need for smaller, more diverse housing types, greater support for aging in place, and incentives for both affordable and senior-friendly housing. Concerns were also raised about the viability of current zoning in helping achieve affordability goals.	<i>“I’m scared for the future b/c of housing affordability. How can younger people afford?”</i> <i>“Accessible seniors housing that is not condos (one level preferred).”</i> <i>“Cost of developing backyard suites is too high -> couldn’t afford it.”</i> <i>“How can we subsidize landlords to offer cheaper rents?”</i>
Impacts of Density on Neighbourhood Character and Livability: Respondents raised concerns about how increased density may change the character and livability of established neighbourhoods. Many noted impacts such as reduced privacy, increased shadowing, garbage overflow, strained infrastructure, and insufficient green space. Others emphasized that density should be designed with community fit, quality, and infrastructure capacity in mind.	<i>“Rowhouses too tall at 3 stories—extra tall storeys shouldn’t be allowed.”</i> <i>“8 units = 24 bins = a mess.”</i> <i>“Rowhouse/townhouse add more load to electricity grid, which is at the full capacity.”</i> <i>“Blanket rezoning has led to community impacts in certain areas that are undesirable.”</i>
Desire for More Housing Variety and Choice: A number of participants welcomed more housing options to accommodate Calgary’s growing population and changing demographics. Comments highlighted the importance of a mix of housing types - such as fourplexes, rowhouses, and townhomes - with design controls and gradual transitions. Some supported density in appropriate areas like	<i>“Provide more housing choice. Need more affordable options.”</i> <i>“Townhomes/rows = OK. Extra suites = too much.”</i> <i>“Fourplex with which is appropriately designed is okay.”</i>

corridors or corners, while opposing large mid-block redevelopments.

“Density along corridors makes sense. 8 - 12 units within neighbourhoods just adds traffic.”

Need for Greater Emphasis on Green Space and Trees: Participants were strongly concerned about the loss of trees and lack of green space in newer developments. Mature tree removal and reduced setbacks were often cited as detrimental to neighbourhood aesthetics, shade, stormwater management, and overall livability. Many called for tree protection policies and better integration of green infrastructure in residential zoning.

“Worried about tree canopy in established areas with more new housing developments.”

“More green space on housing site.”

“Older/existing trees are nicer... end up coming down during development.”

“Protect private trees when redeveloping residential land.”

Design Considerations for Livability and Safety: Several respondents raised concerns around the quality and design of new homes, particularly related to livability, safety, and accessibility. These included issues with window wells, shadowing, fire hazards, inadequate setbacks, and unclear standards for building form. Others stressed the importance of contextual setbacks, private outdoor space, and room size standards.

“Homes are too close.”

“Window wells under decks don’t feel safe/livable.”

“Each unit should get their private outdoor space.”

“Too small units negatively impact economy.”

2.3 Parking in Residential Areas

Online Survey

Which approach to regulating residential parking do you prefer?

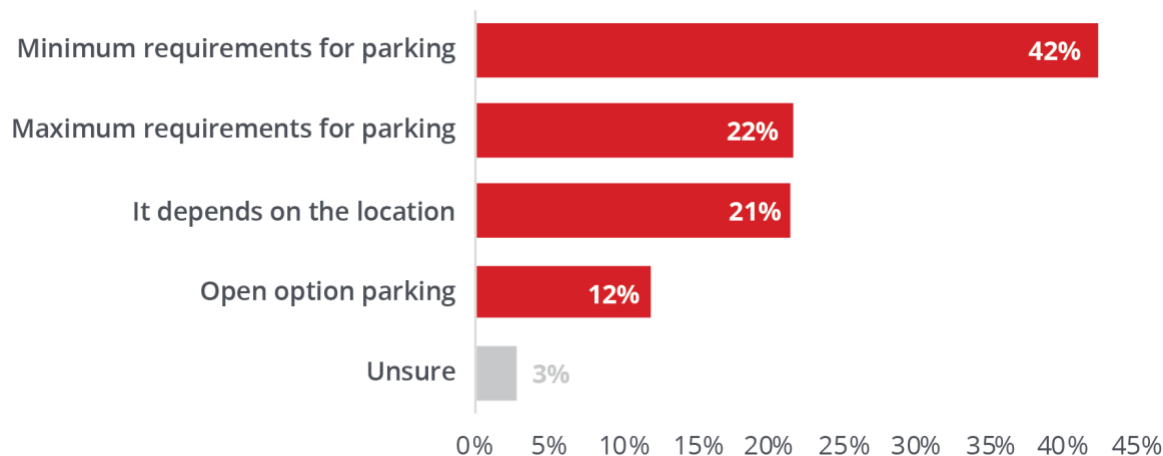


Figure 13: Respondents preferences to what approach should be used for regulating residential parking. (n = 730)

Why did you make this selection?

Detailed Explanation	Sample Comment Quotes
Supportive of Parking Minimums: Supporters of minimum parking requirements overwhelmingly argued that Calgary’s car-dependent infrastructure makes vehicle ownership a necessity for most households. Respondents cautioned that relaxing or removing parking minimums would place undue strain on public streets, create friction between neighbours, and lower the overall quality of life in residential areas. Many criticized developers for maximizing unit count while minimizing parking, suggesting this leads to long-term community burdens. Until the city significantly improves its public transit and walkability, respondents viewed required parking as essential for liveability and fairness.	“New builds must supply sufficient parking per unit (0.5 spaces per unit is NOT sufficient).” “As public transport does not sufficiently service large parts of Calgary... residents need to own and park at least one vehicle.” “Not enough parking for 5 units with 5 basement suites! That’s 10 cars or more depending on the size of the family.” “Developers DO NOT live in their product... They will absolutely abuse no min parking.” “Removing parking... is just allowing for developers to be more greedy and squish extra units in.”
Concerns Regarding Street Congestion: Respondents raised urgent concerns about worsening parking congestion due to increased density without corresponding parking requirements. Many shared personal stories of crowded streets, blocked access, and neighbourhood tensions caused by spillover	“Residents of Calgary will have cars regardless of City policy. To not accommodate this will cause congestion and conflict and eventual backlash.” “There is a proposed development... this will open the door to a possible 12 new vehicles in an area

parking. These issues were particularly acute in inner-city communities undergoing redevelopment, where multi-unit housing has outpaced infrastructure. Participants expressed scepticism that vehicle use will decline in the short term, emphasizing that parking needs must be addressed realistically to avoid social and safety consequences.

where there is already limited parking.”

“I live in an area where there is now NOT enough street parking... It gives the area a look of crowding and causes problems between residents.”

“Spillover parking creates conflicts with neighbours and difficulties for the tenants who don't have a parking space... Builders don't care.”

“I live in Killarney and my street is already full of cars... Shame on the City of Calgary for a lack of transparency.”

Supportive of Open Option Parking: Respondents who supported an open option approach to parking regulations emphasized the need for flexibility tailored to each housing type and neighbourhood. They argued that rigid parking minimums often fail to reflect actual demand and can restrict housing innovation, affordability, and sustainable development. Several noted that households vary widely in their transportation needs, and that developers and homeowners are better positioned than the City to assess appropriate parking supply. Many also pointed to evolving transportation trends—like biking, car sharing, and increased urban density—as reasons to avoid one-size-fits-all mandates.

“With the need for more secondary suites, it provides an incentive for homeowners to consider this if parking requirements are eased.”

“Parking should not be a barrier to building housing... Parking is not always linked to density!”

“We need to get with the times and allow homeowners to dictate their parking supplies, similar to other municipalities.”

“Depending on occupation... more often children are staying home longer... so parking allowances need to be made.”

“I would like to think that developers know their target market/demographic enough to make the most accurate decision rather than having the city decide.”

Opposed to Parking Minimums: Respondents who opposed minimum parking requirements argued that such mandates contribute to sprawl, increase housing costs, and perpetuate car dependency. They advocated for more flexible, context-sensitive approaches that allow developers to tailor parking supply based on local needs and mobility options. Several emphasized that minimums are outdated policies that discourage walkability, transit use, and more efficient land use. This group favoured approaches that prioritize affordability, climate goals, and urban livability over blanket parking rules.

“Minimum parking requirements are a failed policy proven to be detrimental to good land use... parking never takes up too much of the land use.”

“Parking requirements are very context-dependent and not one-size-fits-all... the importance of ample parking is overstated.”

“There is no one size fits all solution for parking. Many variables can affect how much parking a given development requires.”

“Setting a cap on parking should theoretically improve the effective use of land in the city, reducing sprawl.”

What strategies could help reduce potential negative impacts of your preferred parking approach?

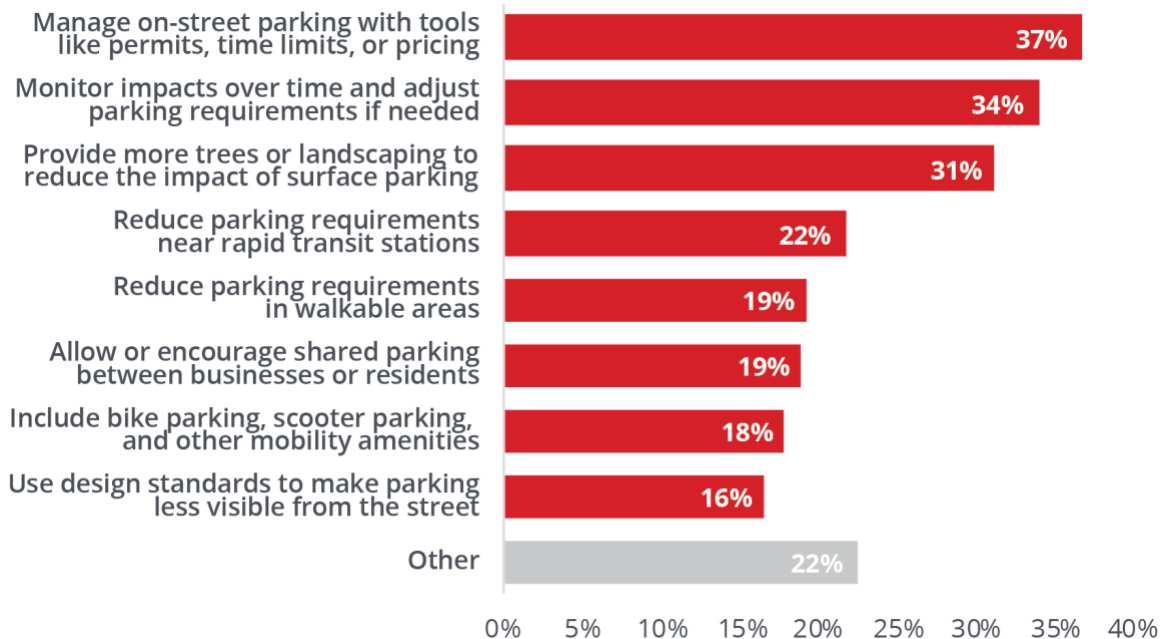


Figure 14: Respondents preferences to what strategies could help reduce potential negative impacts of proposed parking approaches. (n = 668)

What factors should influence how much parking is provided for new housing?

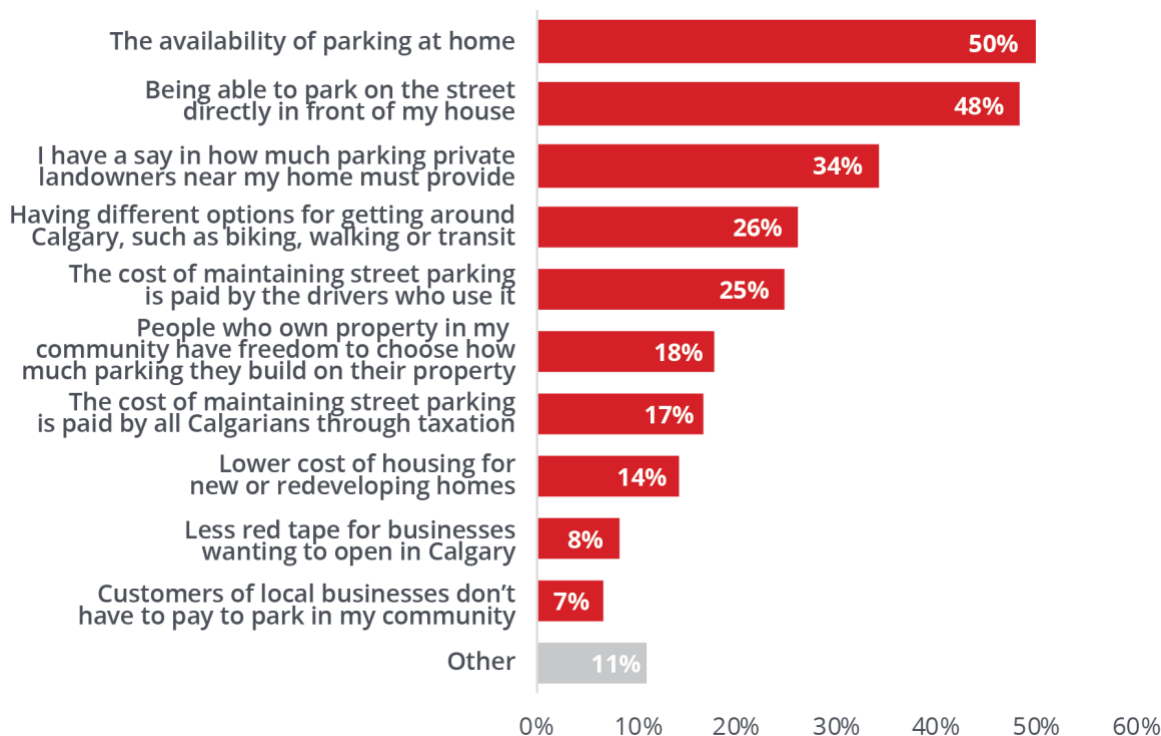


Figure 15: Respondents preferences to what should influence how much parking is provided in new housing developments. (n = 696)

Community Conversations

In addition to the feedback gathered through the online survey, several community conversations were held throughout the fifth phase of engagement. Feedback on the new draft Zoning Bylaw heard through those conversations are as follows:

Detailed Explanation	Sample Comment Quotes
Concerns About On-Street Parking and Congestion: Participants frequently raised concerns about increasing traffic congestion and a lack of available on-street parking, particularly in areas undergoing densification. Multiple respondents described parking overflow as unsafe, inconvenient, and a source of tension in communities. These concerns were especially strong in neighbourhoods with multi-unit housing, narrow roads, and limited garage or driveway space.	<i>"Parking with rowhouses and similar developments is an issue. Everyone is parking on the street."</i> <i>"Lack of parking is leading to congestion and hard to navigate streets."</i> <i>"With new developments there's less parking so they are on the street and it's so congested and unsafe during certain weather."</i> <i>"Street parking—not enough space, residents shouldn't have to pay."</i>
Mixed Views on Open Option Parking: Respondents were divided on the merits of open option parking. Some supported greater flexibility and saw it as a positive shift away from car	<i>"Open option parking should only be applied to the inner city."</i>

dependency. Others were highly skeptical, arguing that developers would avoid providing sufficient parking without minimums, leading to increased congestion and conflict. Several emphasized that open option policies might work in transit-rich inner-city areas but not elsewhere.

“Open option parking is a problem, make sure parking is provided.”

“Really like no parking minimums. Love more mixed use spaces in neighbourhood areas.”

“Open option parking a challenge.”

Desire for Balanced and Context-Specific Parking Requirements: Many participants called for a more nuanced approach to parking that reflects the unique needs of different communities, housing types, and transportation habits. Suggestions included mandating a baseline amount of parking per unit, allowing flexibility where transit is strong, and exploring innovative options such as underground or vertical parking. Respondents also mentioned safety, practicality, and winter conditions as important considerations.

“Ensure that there is at least 1 parking stall for every residential unit, off the street.”

“If inner city and close to transit, 2 car garage should be sufficient.”

“Encourage innovative parking solutions to go along with increased density—vertical parking options.”

“Need to mandate SOME parking so it's not entirely spilling onto street.”

Parking and Livability Trade-offs in Dense Housing: Participants highlighted how inadequate parking provision in denser housing developments can negatively impact livability. Concerns included loss of yard space, limited space for visitors, and difficulties with trash collection and utility access. Others described lifestyle needs that extend beyond commuting - such as weekend use, storage, and recreation - which influence parking preferences.

“Garbage + recycling impacts parking concerns.”

“Vehicle needs go beyond commuting – might take transit weekdays, but have vehicle for weekend and other adventures.”

“Room for bike in the garage is really important.”

“4 car garage happens more often on the new infills.”

Call for Integration of Parking with Broader Planning Goals: Some participants encouraged parking policies that integrate with broader city goals - such as improving transit, reducing heat island effects, and encouraging active transportation. Suggestions included combined residential/business parking, prioritizing permeable surfaces, and reducing surface parking lots in favour of shared or underground solutions.

“Would rather have less parking lots downtown and more transit.”

“Heat island effect is big issue with parking too – grass cover makes more sense in Prairie climate.”

“Combination parking for residential and business.”

“Alternative parking – underground or behind buildings.”

2.4 Businesses in Residential Areas

Online Survey

What is more important to consider when planning neighbourhoods?

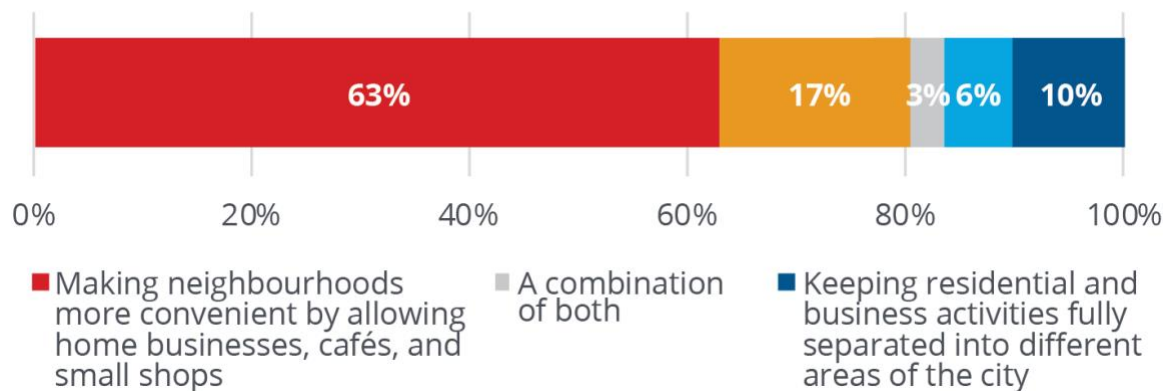


Figure 16: Preferences to what is more important when considering businesses in residential areas. (n = 332)

What types of businesses would fit into residential areas?

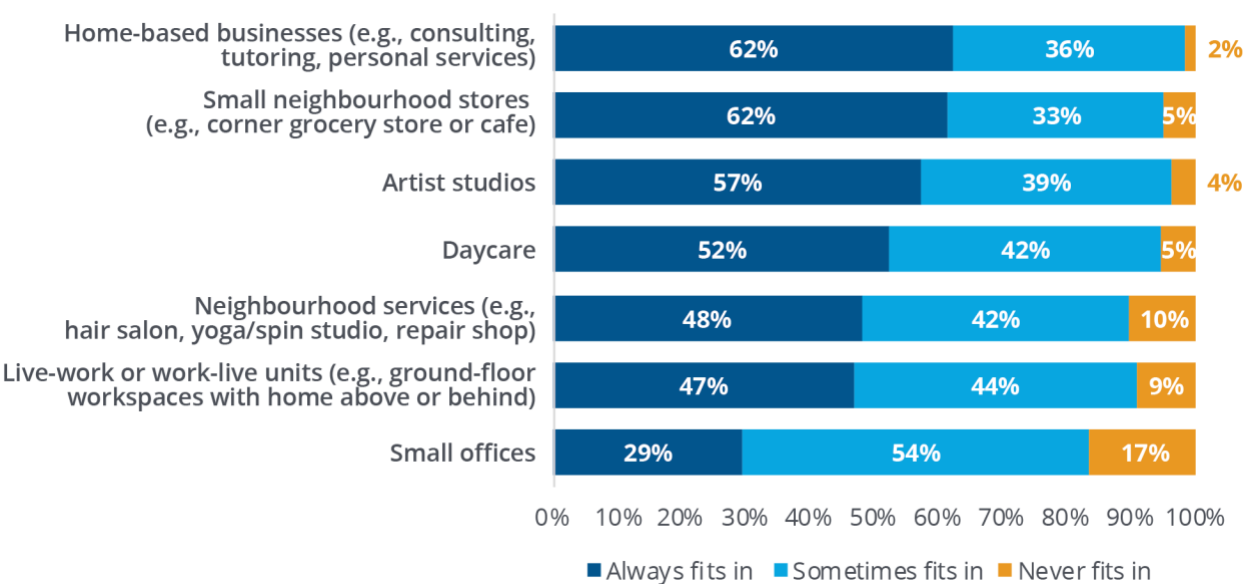


Figure 17: Participants responses to what types of businesses would fit into residential areas. (n = 429)

Why? Do you think there is anything else important to consider?

Detailed Explanation	Sample Comment Quotes
Supportive of Businesses in Residential Areas: Respondents expressed strong support for allowing small, community-serving businesses within residential neighbourhoods. They highlighted how	<i>“Businesses local to residents builds community and supports sustainable transport.”</i>

local businesses such as cafes, corner stores, medical clinics, and childcare centres can foster walkability, reduce car dependency, and strengthen social connections. Many pointed to the lack of nearby amenities in suburban areas as a major barrier to livability and sustainability. The overall tone favoured integrating businesses that contribute to daily convenience and community vibrancy without disrupting residential character.

“Mixed neighbourhoods have always existed. Keep making them work rather than over-regulating and over-planning them.”

“Garden stores, restaurants, medical clinics, dentist offices, postal offices, entertainment spaces... should all be considered and promoted within communities.”

“We need more AFFORDABLE basic amenity type stores... The absence of such amenities is a large barrier to walkability.”

“Corner stores, cafes, and other daily amenities are the most important... Calgary should aim to have everyday necessities within a 15-minute walk.”

Parking and Traffic: Parking availability and traffic impacts were key considerations for respondents when evaluating which types of businesses should be allowed in residential areas. Many expressed concern that without sufficient off-street parking or careful regulation of traffic flow, even small businesses could create congestion, block access, and frustrate residents. Respondents emphasized the importance of context—supporting low-impact businesses while discouraging those that generate excessive foot or vehicle traffic in quieter neighbourhoods. There was strong support for flexible but enforceable rules to ensure neighbourhood livability is maintained.

“Limit retail in residential areas. If there is retail, ensure there is enough parking to allow the retail users to visit the business.”

“The traffic and parking impact to the residential area.”

“In each case, level of activity of business matters... should depend on usage.”

“The daycare is best on a busy street with parking available for the parents... The concern is they will park on 89 avenue where only one car could pass at a time.”

“Nobody is particularly bothered by someone working from home as long as there is minimal to no traffic/noise/environmental impact.”

Business Size and Community Context: Respondents highlighted that the success of integrating businesses into residential areas depends largely on their size, scale, and how well they fit within the local context. Many expressed support for small, low-impact businesses but raised concerns about larger operations that generate significant traffic, noise, or physical disruption. Several pointed to the importance of regulating business intensity—such as customer volume, hours of operation, and building height—to maintain neighbourhood character and harmony. Flexibility in regulation, combined with mechanisms for

“It all depends where a business is located within an existing residential community as to whether it fits in or not.”

“Like to see daycare but feel depends on size and location because of traffic.”

“All of the listed businesses are crucial for daily life... Thus, all of these businesses fit into residential areas.”

community feedback, was seen as essential for balancing innovation with livability.	<i>“Issue is the size/height of building for these businesses. It’s the multi storey buildings... that is the concern.”</i>
Neighbourhood Walkability: Respondents strongly associated the presence of small businesses in residential neighbourhoods with enhanced walkability and community connection. They emphasized that access to essential services—like grocery stores, pharmacies, and cafes—within walking distance reduces car dependency and fosters stronger social ties. Many noted that Calgary’s existing residential areas often lack these amenities, limiting the ability to live sustainably and independently. A recurring idea was that creating walkable neighbourhoods would significantly improve livability, equity, and environmental outcomes.	<i>“Access, small local businesses will do better if they’re easier to access through walking. This will also improve the sense of community as people will know their neighbors better.”</i> <i>“Corner stores, cafes, and other daily amenities are the most important... Calgary should aim to have everyday necessities within a 15-minute walk.”</i> <i>“The corner store that people can walk to. Not a strip mall with 200 parking spots. Get people out of their cars.”</i> <i>“Businesses that add amenities... increase walkability as it’s not necessary to drive to further out amenities.”</i>
Decreasing Car Reliance: Respondents emphasized that integrating local businesses into residential areas is essential for reducing car dependence and supporting more sustainable transportation habits. Many pointed out that access to daily services within walking distance encourages healthier lifestyles, reduces pollution and traffic, and creates more vibrant communities. Some referenced international examples, particularly in Europe, where mixed-use neighbourhoods reduce the need for driving and foster greater quality of life. Overall, there was strong support for aligning land use with climate goals and active transportation strategies.	<i>“Integrating more business into neighborhood both new and existing is a MUST-DO... Far more integration is needed, especially if you want to remove many of these parking requirements, and increase transit use.”</i> <i>“I lived in Germany, this is already how zoning works there and it’s wonderful—I loved having access to more commercial amenities closer to my home.”</i> <i>“Cities are healthier when people have shorter commutes... Bringing businesses into communities enhances street life, strengthens communities, reduces traffic and pollution.”</i> <i>“Integrating services and commercial businesses into residential areas reduces the need of personal motor vehicles and alleviates cross-city traffic.”</i>

What are the most impactful features of home based businesses which should be regulated?

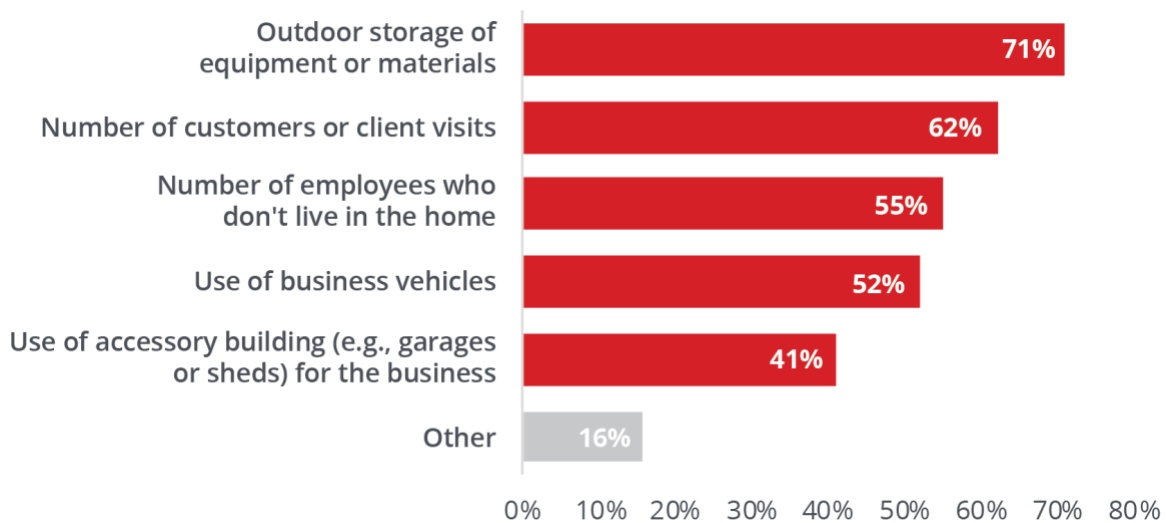


Figure 18: Participants preferences on the most impactful features of home based businesses which should be regulated. (n = 405)

Community Conversations

In addition to the feedback gathered through the online survey, several community conversations were held throughout the fifth phase of engagement. Feedback on the new draft Zoning Bylaw heard through those conversations are as follows:

Detailed Explanation	Sample Comment Quotes
Support for More Local, Walkable Commercial Development: Participants expressed strong support for integrating more small-scale businesses into residential areas. Many described a desire to walk to local amenities like cafés, corner stores, or small shops, and felt that communities should be designed to reduce car dependency. There was a consistent call for a better balance between housing and commercial uses, especially to improve livability and daily convenience.	<i>"I want the ability to walk to a small cafe in my residential neighbourhood."</i> <i>"We need to have shops throughout communities b/c just housing in an area is not interesting."</i> <i>"Corner stores missing."</i> <i>"I would welcome more neighbourhood scale businesses."</i>
Desire to Support and Simplify Small Business Opportunities: Respondents highlighted the need to reduce barriers for starting and operating small or home-based businesses. Some shared personal experiences, such as running a daycare or teaching from home, and expressed frustration with overly burdensome regulations. There was support for clearer, more navigable processes and fewer	<i>"Wants the ability to have a home based business (daycare)."</i> <i>"Reduce regulations for small businesses."</i> <i>"Proposed change signs are too much for small changes like a small business in a home."</i>

restrictions - especially when proposed changes are minor.

"Start new business—how to navigate process?"

Calls for Mixed-Use Communities to Reduce Car Dependence: Participants noted that communities often lack the diversity of land uses needed to support walkable lifestyles. Some criticized car-oriented suburban patterns where services are located far from homes, requiring a drive even for simple errands. There was a desire for zoning that better integrates residential, commercial, and transit infrastructure to create complete, accessible communities.

"We still struggle with car dependent density. We enable condos but need to support more commercial like cornerstores."

"Would prefer communities where it was more mixed. Currently shops are at either end of the community so I have to drive there."

"Need to have transit that doesn't just support travel within communities but people going throughout the city."

"Its good to have more businesses integrated into our communities."

2.5 Mixed Use Areas

Online Survey

What do you think are the most important features to make your experience more positive walking on a commercial mixed use street in the Greater Downtown?

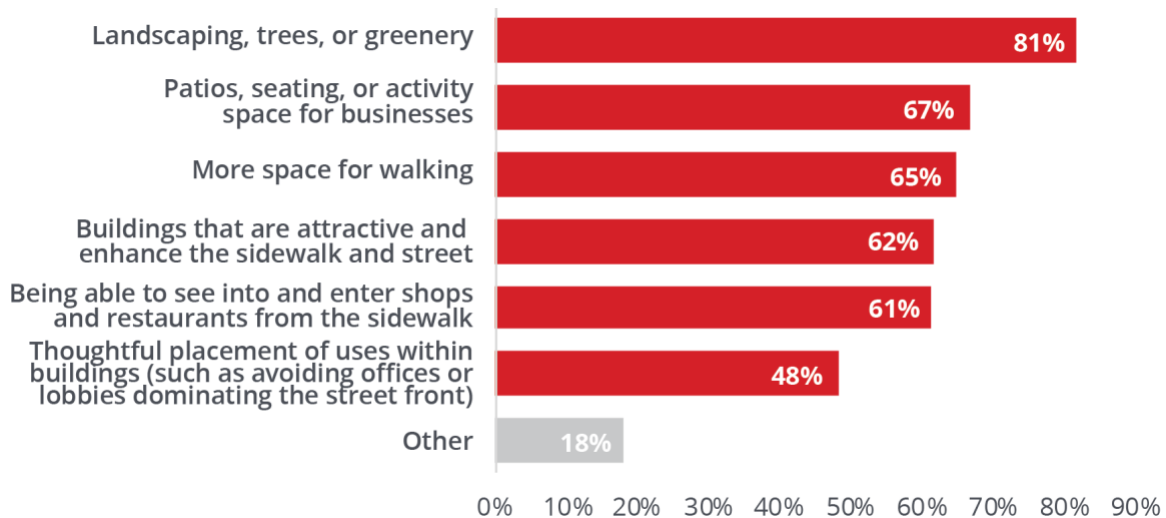


Figure 19: Preferences to what respondents thought are the most important features to make positive experiences walking on a commercial mixed use street in the Greater Downtown area. (n = 437)

What types of shops, services or amenities would you like to find along commercial mixed use streets in the Greater Downtown?

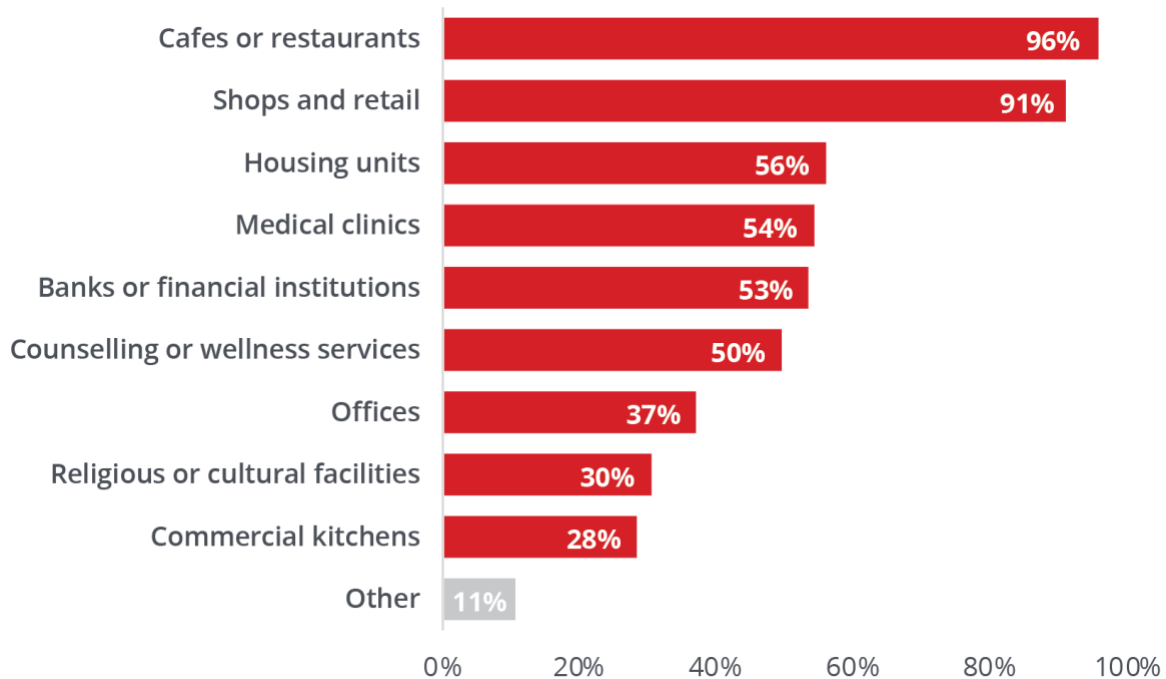


Figure 20: Preferences to what types of shops, services or amenities respondents would like to find along commercial mixed use streets in the Greater Downtown. (n = 437)

What do you think are the most important features to make your experience more positive walking on a commercial mixed use street **outside of** the Greater Downtown?

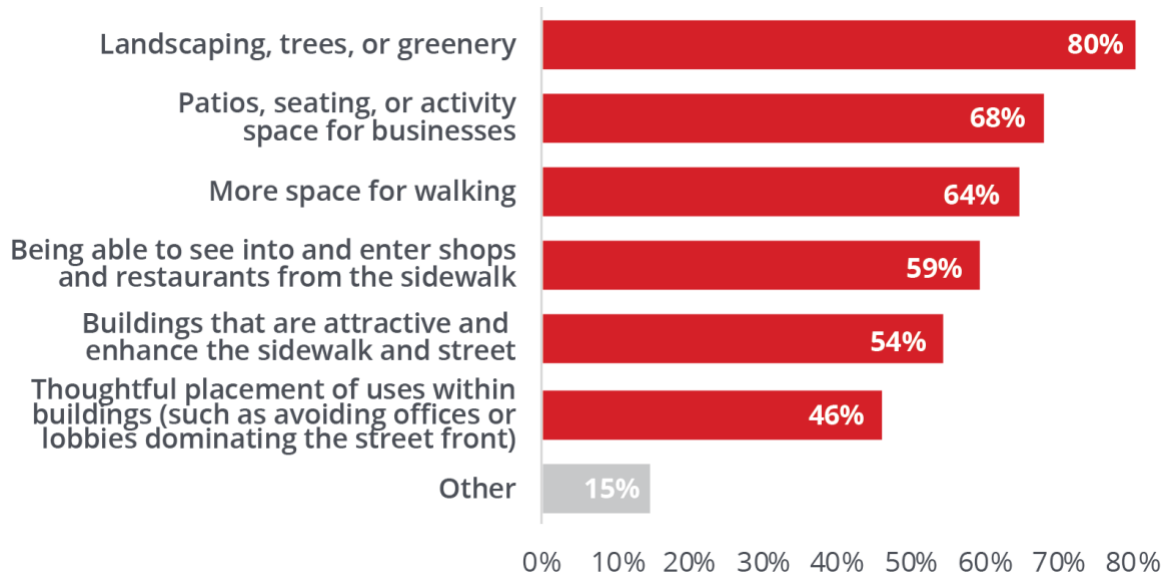


Figure 21: Preferences to what respondents thought are the most important features to make positive experiences walking on a commercial mixed use street outside of the Greater Downtown area. (n = 437)

What types of shops, services or amenities would you like to find along commercial mixed use streets **outside of** the Greater Downtown?

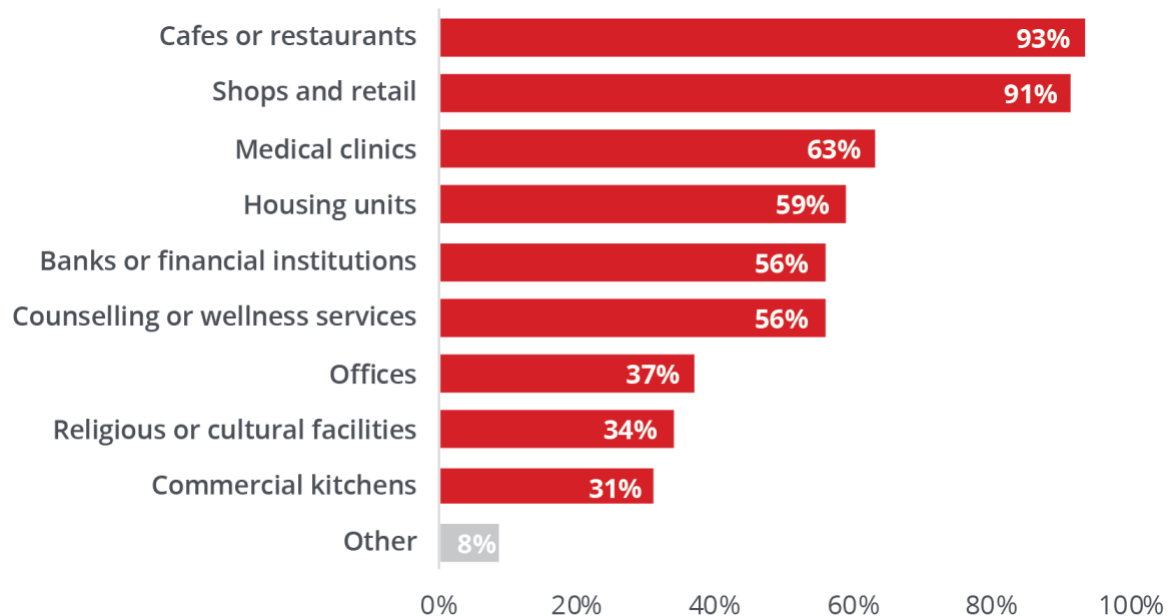


Figure 22: Preferences to what types of shops, services or amenities respondents would like to find along commercial mixed use streets outside of the Greater Downtown. (n = 426)

If a developer provides a public space (like a plaza or courtyard) in exchange for additional building height or density, what design features make that space more inviting or usable?

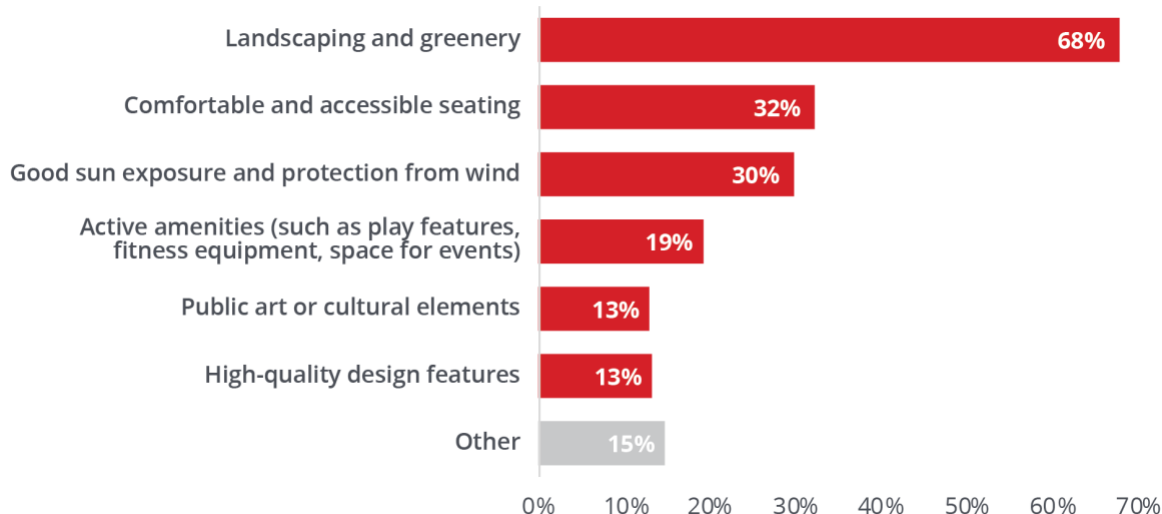


Figure 23: Preferences to what design features make a public space more inviting or useable. (n = 440)

Community Conversations

In addition to the feedback gathered through the online survey, several community conversations were held throughout the fifth phase of engagement. Feedback on the new draft Zoning Bylaw heard through those conversations are as follows:

Detailed Explanation	Sample Comment Quotes
Support for Mixed-Use Development and Higher Density on Corridors: Participants expressed strong support for locating mixed-use and higher-density development along major streets and transit corridors. Many saw this as an effective way to increase housing supply, reduce car dependence, and bring services closer to where people live. Specific examples like the University District were referenced as successful models, and participants emphasized the need for complete communities with a mix of homes, services, and green space.	<i>"Makes sense to develop high density at transit and main streets."</i> <i>"Put higher or medium density and shops along traffic corridors."</i> <i>"Like mixed use (ex. University District) because everything is walking distance except transit."</i> <i>"Don't segregate land uses in communities. It would be good to have services/parks/shops more mixed in communities."</i>
Concerns About Design and Activation of Downtown and Main Streets: Several participants raised concerns about underutilized commercial spaces and a lack of vibrancy in downtown areas. They pointed to issues like inaccessible retail design, vacant storefronts, and public spaces that feel uninviting. There was a call for more flexible design regulations, a mix of commercial types (not	<i>"Stephen Ave is a fantastic pedestrianized boulevard. EV is dead, local business-wise."</i> <i>"17 Ave used to be very busy, quieter these days."</i> <i>"Retail spaces that are tucked away... going on years vacant."</i>

just food), and enhancements to the public realm that invite people to linger and create a sense of place.

“Public spaces should be places where people want to spend time—not just to buy food.”

Desire for Public Realm Improvements and Greening:

Participants emphasized the importance of designing streets and buildings with pedestrians in mind, including the integration of trees, seating, patios, and other elements that enhance comfort and livability. There were also concerns about the sustainability of landscaping choices, particularly in downtown areas where tree canopy is limited and tree wells often fail. Respondents supported regulations that encourage public realm enhancements as part of development.

“Public realm setback is an interesting challenge... hope for more flexibility in the new ZB.”

“Open space with trees – downtown is pretty low on canopy.”

“Tree wells seem to not work well and cause operational cost later.”

“Better balance of patio/outdoor space and street... outdoor spaces get bleak in winter.”

Accessibility and Equity Considerations in Building Design:

Some participants flagged accessibility issues related to multi-storey or stair-based building designs, especially for seniors or people with mobility challenges. Others stressed that building height and design regulations need to allow for a range of housing types and accessibility features. There were also questions about who is at the table when shaping these rules, and whether enough is being done to ensure equitable and inclusive outcomes.

“Less stairs in front of storefronts to encourage entering the retail.”

“Do developers of luxury towers have a seat at the table when it comes to bylaws for building height?”

Interest in Enhancing Downtown Through Bonusing, Public Spaces, and Connectivity:

Participants shared ideas and questions about how downtown Calgary can continue to evolve into a more livable, vibrant, and accessible space. Comments reflected support for transit-oriented development (TOD), pedestrian-friendly design, and public realm improvements like third spaces and public art. There were also technical questions and suggestions regarding density bonusing policies, including a desire for greater clarity on bonusing zones, FAR values, and how these tools could better support downtown revitalization.

“Can we have a further conversation regarding density bonusing in the GD2?”

“Need to clarify bonusing zone areas.”

“More third spaces in downtown.”

“Love TOD and downtown looks great.”

“If you don’t have parking you don’t have commercial – can’t draw people from out of downtown into downtown without it.”

2.6 Large Commercial Sites

Online Survey

How would you prefer to access a commercial site (such as a shopping center)?

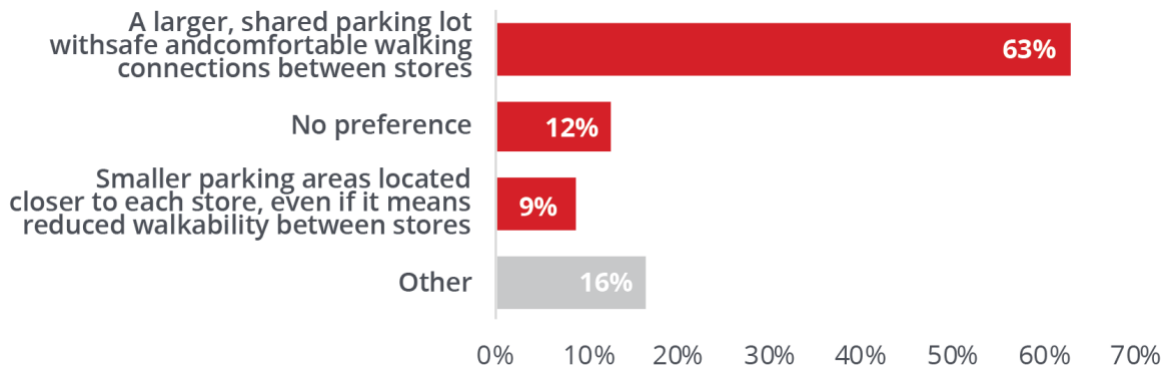


Figure 24: Preferences to how respondents would prefer to access a commercial site. (n = 210)

What features are most important to support a “park once and walk” experience on a commercial site?

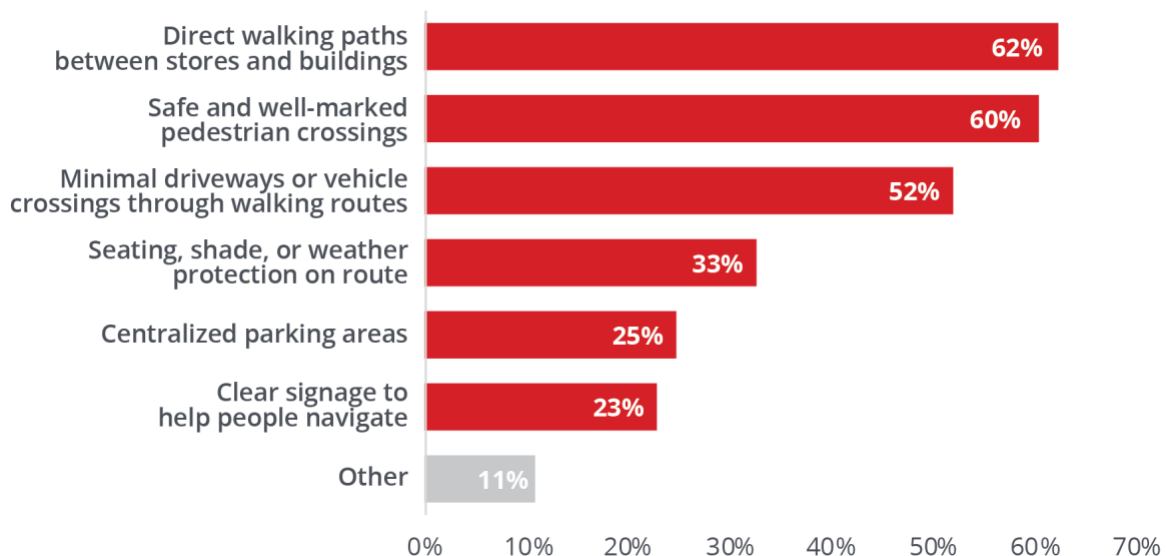


Figure 25: Preferences from respondents about what features are most important to support “park once and walk” experiences in commercial settings. (n = 206)

How should trees and landscaping be prioritized in new commercial and mixed use sites?

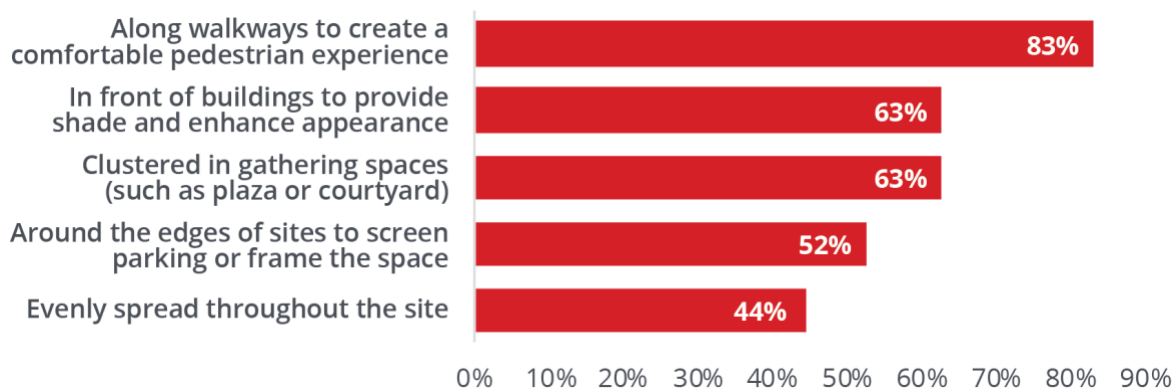


Figure 26: Preferences from respondents about how trees and landscaping should be prioritized in commercial and mixed use sites. (n = 206)

Community Conversations

In addition to the feedback gathered through the online survey, several community conversations were held throughout the fifth phase of engagement. Feedback on the new draft Zoning Bylaw heard through those conversations are as follows:

Detailed Explanation	Sample Comment Quotes
Need for More Welcoming and Pedestrian-Oriented Design in Large Commercial Sites: Participants consistently emphasized that large commercial areas often feel uninviting, unsafe, or inaccessible for pedestrians. Poor walkability, confusing parking areas, lack of clear pathways, and excessive hardscaping were cited as barriers. At the same time, participants pointed to examples like Aspen Landing, University District, and the Calgary Farmers Market as models of better pedestrian design. Participants supported more plazas, seating, landscaping, and clear pedestrian routes through parking areas.	<i>"Difficult to park once and explore area."</i> <i>"Calgary Farmers Market: has great clearly marked pedestrian zones. Feels really safe there."</i> <i>"In larger commercial spaces – more plaza space where possible and improved pedestrian connections/legibility through the parking areas would be great."</i> <i>"University District: Good that it has dedicated parking areas that you can leave your car and walk around."</i>
Desire for More Commercial Opportunities Within Residential Areas: Participants expressed interest in integrating more commercial uses - particularly walkable, small-scale businesses - into residential neighbourhoods. They noted that having nearby shops and services enhances livability and reduces the need for vehicle trips. Others raised questions about commercial viability and costs, but overall, there was a strong desire for zoning that supports commercial diversity closer to where people live.	<i>"Need more commercial in residential areas."</i> <i>"We need to have shops throughout communities because just housing in an area is not interesting."</i> <i>"Commercial uses at grade depends on context."</i>

Importance of Landscaping, Trees, and Amenities in Commercial Design:

Participants emphasized that landscaping, seating, and public realm features significantly impact the experience of commercial spaces. While some noted that tree planting often fails in parking lots, others highlighted the value of shaded areas, bike and EV parking, and well-designed green infrastructure. Public realm improvements were seen as critical to encouraging people to linger, gather, and walk more in commercial settings.

“Tree planting is a big issue – they don’t survive in parking lots.”

“Landscaping makes a difference in large commercial sites.”

“In commercial, trees lined streets were walkable and had seating facing each other.”

“Updated commercial core (Glenmore Landing) had amenities creating the public walk, EV and bike parking.”

2.7 Industrial Areas

Online Survey

Do you currently work, or have you previously worked in one of Calgary's industrial areas?

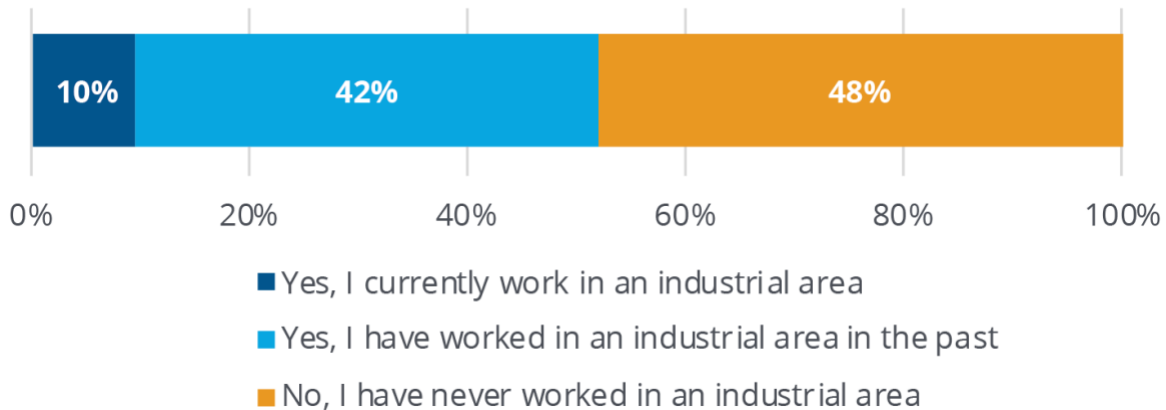


Figure 27: Responses to whether or not survey participants work or have previously worked in industrial areas. (n = 168)

Note: The following three questions were only posed to respondents who identified that they currently work in industrial areas, or have worked in industrial areas in the past.

What amenities or services would improve the daily experience for people working in Calgary's industrial areas?

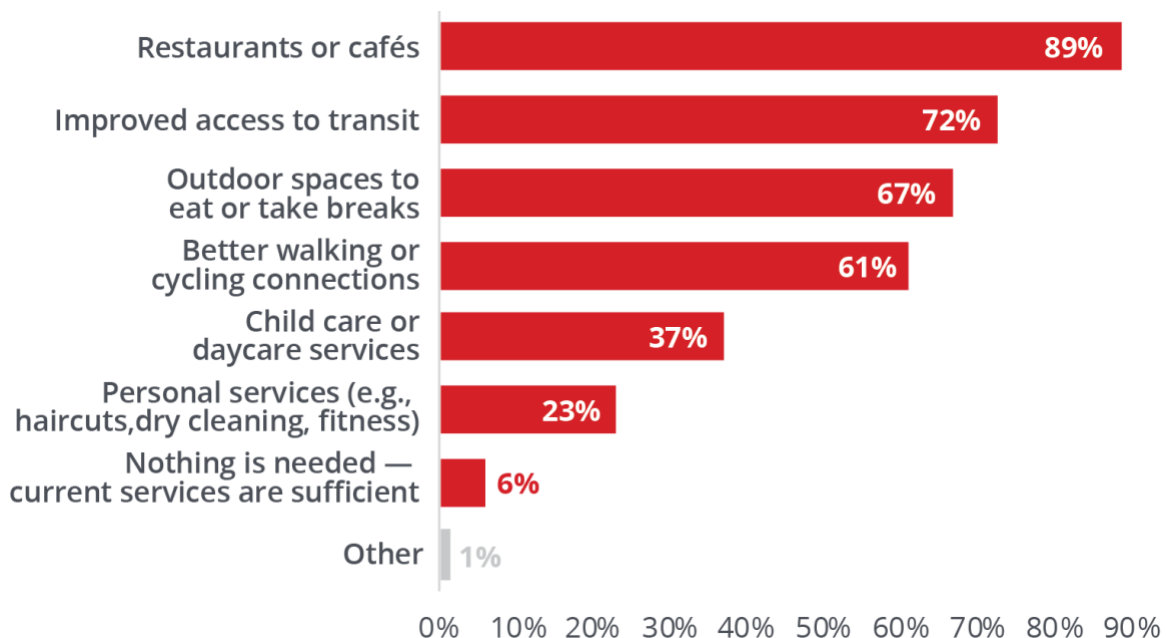


Figure 28: Responses to what amenities or services would improve the daily experience for people working in industrial areas. (n = 87)

How do you usually get around in Calgary's industrial areas?

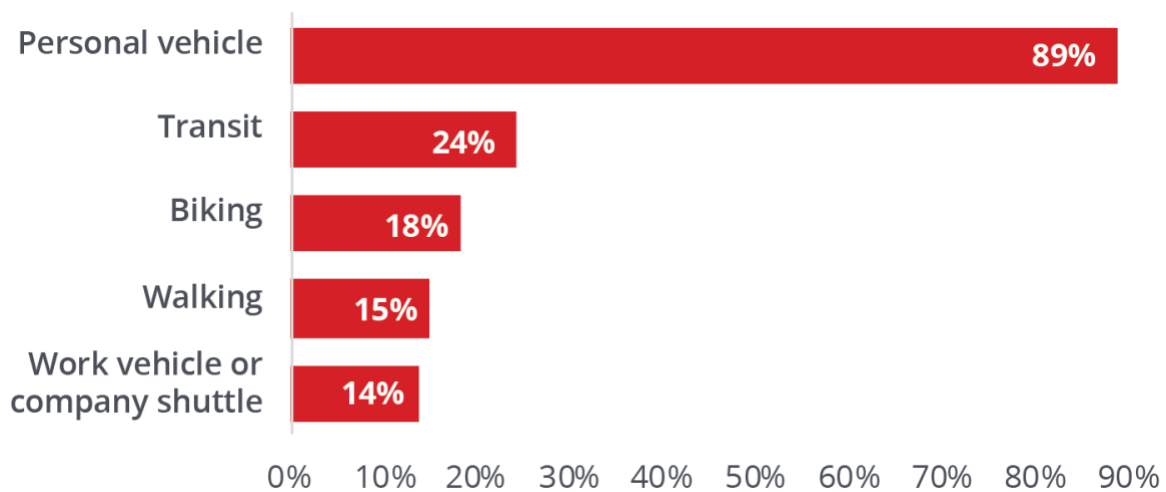


Figure 29: Responses to how participants get around in Calgary's industrial areas. (n = 87)

What improvements would make it easier or safer to move around in industrial areas?

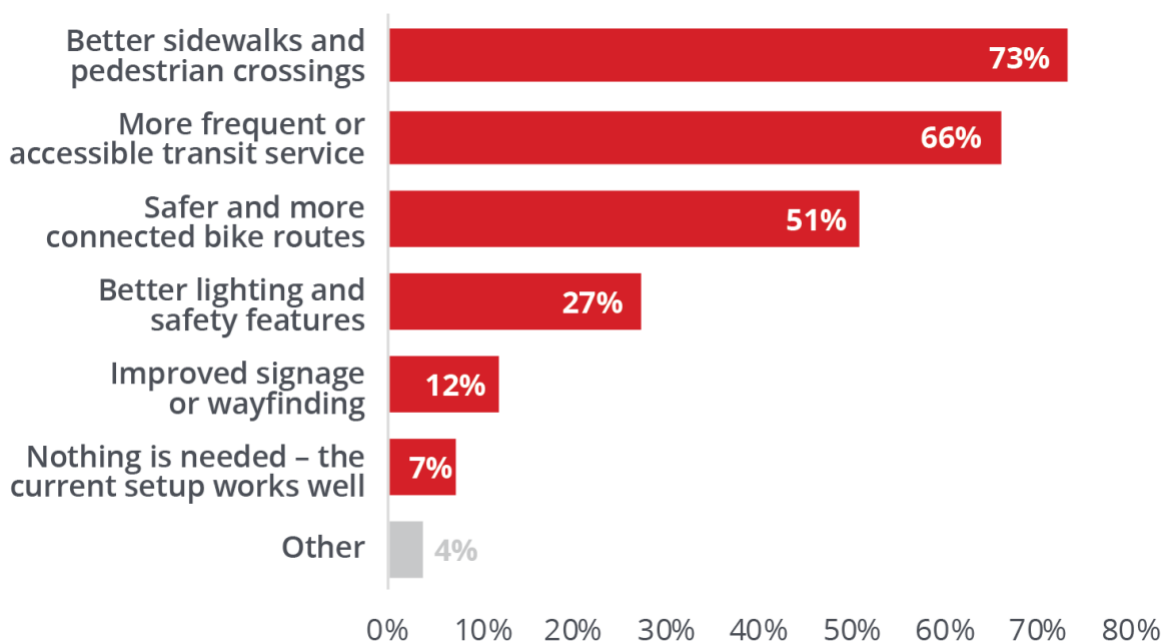


Figure 30: Responses to what improvements would make it easier or safer to move around in industrial areas. (n = 85)

What are the most important things to consider when industrial areas are located next to residential communities?

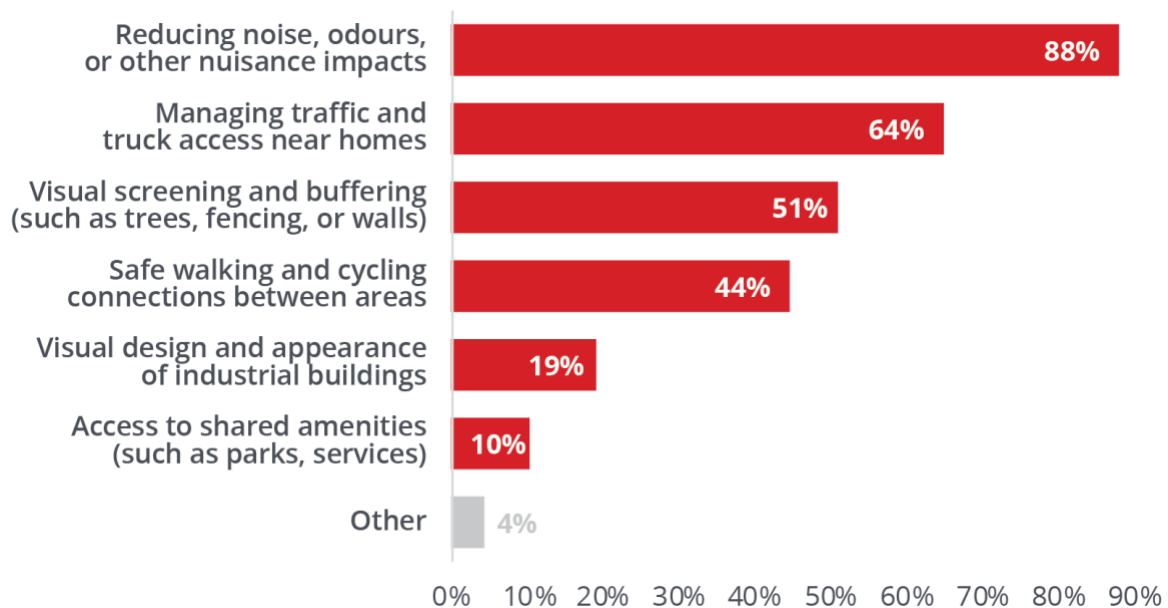


Figure 31: Responses from participants about what are the most important things to consider when industrial areas are located next to residential communities. (n = 169)

To what extent do you think industrial uses – like light manufacturing – should be allowed along main streets or within mixed-use buildings, if health, safety, and nuisance impacts (like noise or odors) are well managed?

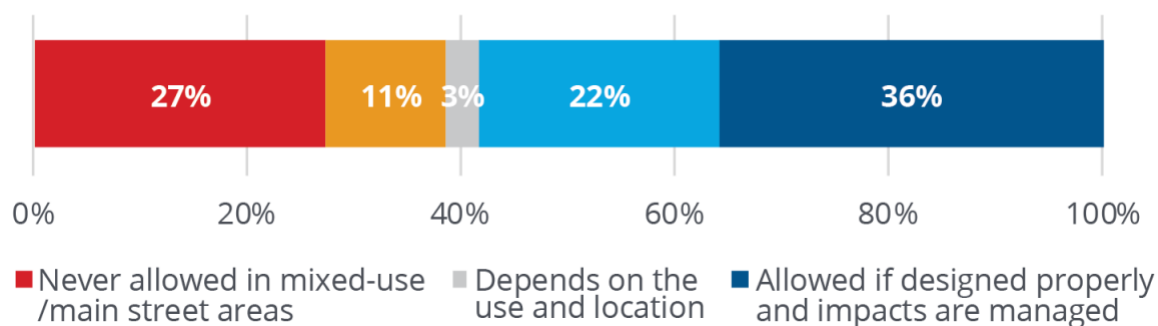


Figure 32: Respondents preferences to what extent they think that industrial uses should be allowed along main streets or within mixed-use buildings. (n = 125)

Community Conversations

In addition to the feedback gathered through the online survey, several community conversations were held throughout the fifth phase of engagement. Feedback on the new draft Zoning Bylaw heard through those conversations are as follows:

Detailed Explanation	Sample Comment Quotes
Exploring More Inclusive and Flexible Uses in Industrial Areas: Participants highlighted the potential of industrial zones to support diverse and inclusive uses, such as shelters and affordable creative spaces. Industrial areas were seen as valuable for accommodating uses that may not fit easily into other parts of the city. However, concerns were raised about accessibility—particularly transit access—and the need for more flexible zoning near transit to support mixed or adaptive industrial uses.	“Industrial → shelters, more shelters.” “Industrial – many art spaces are affordable in industrial zones. This comes with limited access whether it’s transit, etc.” “Industrial flex/mixed near transit.”

2.8 Calgary Plan Feedback

Note: While no explicit questions were asked about the Calgary Plan during this phase of engagement, participant feedback that aligned more closely with citywide policy—rather than the Draft Zoning Bylaw—was captured and categorized accordingly. The following section provides an overview of the feedback received that relates specifically to the Calgary Plan.

Two main types of feedback emerged:

1. Feedback related to citywide policy direction and the overall vision of the Calgary Plan.
2. A significant volume of input related to transit and transit accessibility.

The feedback heard on each of these topics is summarized below:

Calgary Plan Specific Feedback

Detailed Explanation	Sample Comment Quotes
Stronger Investment in Parks, Recreation, and Community Amenities: Many participants emphasized that increased population and density must be matched by expanded access to parks, recreation centres, and public gathering spaces. Respondents noted that many existing facilities are at or beyond capacity, and that community well-being depends on sufficient space for physical activity, leisure, and social connection. Some highlighted specific gaps in underserved areas, while others emphasized the role of these spaces in creating vibrant, livable neighbourhoods.	<i>“Genesis Rec Centre is full most of the time.”</i> <i>“Need kids gym or recreation centres. Not many in our area (Forest Lawn).”</i> <i>“We need more parks and more trees and quiet zones for reflection—space for community gathering.”</i> <i>“Don’t just cram people in, add more recreation facilities.”</i>
Prioritizing Tree Canopy, Landscaping, and Green Infrastructure: Tree protection and canopy expansion emerged as a major theme, with many respondents calling for better maintenance, stronger incentives for retention, and thoughtful replacement strategies. Participants expressed concern about the loss of mature trees in new developments and highlighted the need for landscaping that supports environmental health, shade, and aesthetic value.	<i>“More trees—good for our health because it cleans the air.”</i> <i>“BLVD trees protected... lack of maintenance is the issue.”</i> <i>“More effort/incentive to keep existing trees/landscaping.”</i> <i>“Need to consider species when looking at the tree canopy.”</i>
Addressing Infrastructure Strain from Growth and Density: Respondents consistently flagged infrastructure—especially water, electricity, schools, and roads—as a key concern tied to	<i>“Ensure that maintenance of aging infrastructure is maintained amid the rapid growth.”</i>

Calgary's rapid growth. Participants emphasized the importance of planning ahead for increased demand and ensuring that aging or undersized infrastructure is upgraded in tandem with new development. Climate change and long-term resilience were also highlighted as priorities.	<i>"Concerned about infrastructure with density (water and electricity)."</i> <i>"Priorities: planning for population growth, concerns about water supply."</i> <i>"Who should pay for the electricity grid upgrade?"</i>
Support for Walkability, Transit, and Complete Communities: Participants expressed strong support for more walkable neighbourhoods and better transit access, particularly in the context of growing communities. They emphasized the need for connections between neighbourhoods and destinations beyond their immediate area, and for planning to include schools, shops, cultural sites, and gathering spaces alongside housing. Some also stressed the importance of safe walking environments and thoughtful transitions between different housing types.	<i>"More walkability would be great—forced to stay in your neighbourhood and not letting me see the rest of the city."</i> <i>"More walkable neighbourhoods and better transit connections are vital for the city."</i> <i>"Complete communities should include arts and culture sites that are close by."</i> <i>"Integrate activity areas with density and public transit."</i>

Transit Feedback

Detailed Explanation	Sample Comment Quotes
Need for More Frequent, Reliable, and Connected Transit Service: Participants across the city expressed frustration with the current level of transit service, particularly regarding frequency, travel times, and coverage. Many described long, inefficient commutes, limited evening or weekend service, and unreliable schedules that don't reflect real-time conditions. Calls were made to expand transit in under-served areas, particularly the northeast, and improve connectivity between communities and destinations.	<i>"Transit is important! Reliable, frequency, coverage to do things—work, groceries, etc."</i> <i>"Unreliable transit (Edgemont to work at Deerfoot City)."</i> <i>"We need better transit! Where is the green line?"</i> <i>"Transit needs improvement in north + west areas."</i>
Transit Safety and Rider Experience Are Ongoing Concerns: Many participants described serious concerns about personal safety on buses and CTrain stations, especially at night. Reports included safety incidents, slow emergency responses, and discomfort with public disorder or substance use. These concerns affect whether residents are willing to use transit - particularly families, seniors, and women. Some also pointed to the removal of benches and a lack of accessibility	<i>"Safety on buses and CTrain stations are a big concern."</i> <i>"Benches removed at train stations because of homeless people but now I can't sit anywhere as an older adult."</i> <i>"I don't allow my children to use transit because of"</i>

features as barriers for older adults or people with disabilities.	<i>my experiences with bus drivers being rude and inconsiderate.”</i>
Support for Transit-Oriented Development and Walkable Neighbourhoods: Participants were strongly supportive of increasing housing and amenities around transit hubs. Ideas included building towers over stations, limiting parking, and prioritizing density near reliable transit routes. Many noted that transit-oriented development (TOD) improves mobility, reduces car dependency, and makes neighbourhoods more accessible. Suggestions included defining walkability and transit access in clearer ways to support better planning and community understanding.	<i>“Transit-oriented development was critical to their experiences.”</i> <i>“TOD in around Heritage Station is welcomed.”</i> <i>“Can we build towers over top transit stations (Brentwood for example) — no parking, walkable.”</i>
Desire for Better Integration of Transit with Broader Mobility Network: Beyond transit alone, respondents highlighted the importance of integrating sidewalks, bike lanes, and road infrastructure with public transit. Gaps in pedestrian networks, missing or incomplete bike routes, and poor traffic safety were noted as key barriers. Some also stressed the importance of basic infrastructure—especially in newer communities—and called for better coordination between transit expansion and land use planning.	<i>“Bike lanes east of Deerfoot don’t exist which sucks.”</i> <i>“Need to improve sidewalks in east Calgary. Some in my area just end and affect older community members.”</i> <i>“When new communities are built, we need basic services. We have nothing and struggle with transit and bus.”</i> <i>“Follow grid structure for roads in Greenfield areas (new community).”</i>

Section 3

What We Heard – Interested Parties



3.0 What We Heard – Interested Parties

In addition to the feedback presented in the previous section, which focused on perspectives gathered through the public engagement stream, a separate stream of targeted engagement was conducted with interested parties. This engagement focused on specific topics within the Zoning Bylaw, allowing participants to share insights based on their expertise or lived experience. The following section summarizes the feedback collected through this targeted engagement.

Industry perspectives

Overall, industry participants emphasized that zoning regulations need to be grounded in real-world development practice to better align with the city's growth goals and the evolving economic, social, and environmental conditions shaping the sector.

- **Balance predictability with flexibility.** There's a desire from industry to see rules that support context-sensitive design, evolving market demands, and innovative built forms avoiding a one-size-fits-all approach.
 - Variation in rules for Greenfield versus Infill for small scale housing was broadly supported.
 - Predictability was said to be of value to developers and builders as it reduces financial risk and process uncertainty.
 - Flexibility was mentioned as a means to respond to unique site conditions, market changes and innovation in housing design.

How might the Zoning Bylaw encourage industry creativity without supporting outcome inconsistencies and unpredictable approval processes?

- **Simplify and modernize regulations:** Participants support streamlining the outdated regulations of 1P2007 to better reflect how people live and how buildings are designed and delivered in today's environment.
 - Regulations were said to be outdated (i.e. new trends and desires for multiple units and suites, shared amenities, and variation in unit sizes).
 - Concerns were raised about the standards in the current draft Zoning Bylaw being too rigid and impractical or costly in real life application.
 - Streamlined rules were identified as a way to speed up approvals, reduce costs, and align better with current construction practices.

How might the Zoning Bylaw simplify and modernize zoning regulations to reflect today's housing and building practices while ensuring important community protections like landscaping, livability, and heritage are not lost?

- **Encourage thoughtful integration of mixed-use and transition areas:** Conversations pointed to support for integrated land uses (residential, commercial and light industrial), especially near transit, to help create complete communities.
 - Strong emphasis was put on managing the transitions between high- and low-scale development to avoid abrupt, conflict-prone changes.
 - Similar to the community associations, industry believes major residential density and mixed-uses should be aligned with transit corridors.

How might the Zoning Bylaw enable mixed-use and appropriate transition areas near transit in ways that balance density with neighbourhood character and compatibility?

- **Clarify and coordinate public benefit tools for downtown:** A need for a well-structured bonusing system or alternative incentives that achieve a world class public realm, particularly in the downtown.
 - Not relying on density for amenity as well as balancing between offsite fund contributions and investment opportunities on-site were raised as ways of achieving the City's broader goals.
 - Industry called for transparent, predictable systems for bonusing, incentives, and contributions toward amenities.
 - Clearer rules would allow developers to plan and price projects more accurately.

How might the City design a transparent, predictable system of public benefit tools that balances development feasibility with meaningful, high-quality public realm outcomes in the downtown?

Community Associations perspectives

The voices of Calgary's community associations stressed that zoning must reflect lived experience—supporting affordability, livability, ecology and inclusive, long-term neighbourhood planning. Many shared frustrations with perceived misalignment between zoning changes and local area plans and called for more trust and transparency in the planning process.

- **Design housing for real and diverse needs:** There was a call from community association representatives to have zoning that better supports Calgary's seniors and families. Themes like aging in place and accessible living – both inside the home and the neighbourhood – were consistently raised.
 - Meeting the needs of seniors and families was often translated as having ground-oriented, single-detached housing options as well as ensuring affordability of housing for average income earners.
 - There were suggestions that density be aligned to LRT and transit infrastructure.
 - Dissatisfaction with open option parking, particularly related to rental units and lane-less residential parcels.

- Other more specific concerns around design included air conditioner placement and overlooking windows

How might the Zoning Bylaw encourage streets and homes to be designed to encourage walkability and transit use while accommodating today's parking needs? And How might diverse household needs be met without defaulting to only traditional, costly housing forms?

- **Support well-designed, meaningful density:** While representatives were adamant that residents are not opposed to growth, many feel current density approaches prioritize developer interests over community wellbeing, affordability, mobility and natural systems.
 - Communities acknowledged that some density is needed but questioned whether it is currently serving the affordability needs of Calgarians or simply profiting developers.
 - Calls for density that is “done right”—with thoughtful design, adequate indoor and outdoor space, as well as integration with other city infrastructure.
 - Concerns about overbuilding lots (e.g., 60% site coverage), poor access, and limited daylight, privacy, or usable outdoor space were raised.

How might the Zoning Bylaw enable well-designed, thoughtfully scaled density that meets community needs while still supporting viable development?

- **Protect trees and green space:** Mature trees, canopy coverage, and soft landscaping were seen as vital for quality of life and climate resilience in neighbourhoods. CA participants suggested that regulations must ensure these ecological elements are met in all instances.
 - Concern that current setbacks and site coverage rules leave no room for landscaping and tree retention.
 - There was emphasis that soft landscaping serves both resident play and climate resilience.

How might the Zoning Bylaw protect and integrate mature trees, canopy coverage, and soft landscaping on constrained sites while allowing for gentle density?

- **Prioritize livability and safety:** Design matters—rear access, limited natural light, egress placement, and reduced privacy were common concerns. Community associations are adamant that zoning leads to homes people can thrive in—not just fit on a lot.
 - Concerns largely centred around current designs that reduce indoor light, privacy, and safety (e.g., rear access, stairs, small windows).
 - Zoning rules that lead to quality housing, not just units that meet minimums or lead to overcrowded lodging homes.
 - Residents fear losing community identity (heritage and character) with more generalized zoning approaches.
 - There were also questions around how supportive housing will be permitted and overseen, especially near sensitive locations (i.e schools).

How might zoning and site regulations allow for increased density while ensuring homes are safe, private, and provide quality living conditions for all residents?

- **Ensure infrastructure keeps pace:** Parking, transit access, and walkable streets were seen as essential supports for growth. Communities emphasized that densification without matching infrastructure risks burdening existing residents and undermining quality of life.
 - Concerns were raised about overcrowded street parking, the removal of minimum parking requirements, and insufficient transit investment in areas experiencing increased density.
 - Pedestrian safety around transit hubs and the need to upgrade alleyways into laneway streets were also mentioned.
 - Communities stressed that densification without matching infrastructure burdens existing residents.

How might the Zoning Bylaw align new housing growth with timely investments in transit, active mobility, and parking solutions so that communities can accommodate density without losing livability?

- **Clarify policy relationships and build public trust:** Participants raised concern about contradictions between zoning, LAPs, heritage overlays, and other city policies, and stressed the need for clearer definitions and more transparent decision-making.
 - Strong desire for consistency and accountability so community input and approved plans are not overridden.
 - Confusion about definitions (e.g., supportive housing), unit counts (e.g., suites in 4-plexes), and process timelines.
 - Frustration with siloed City departments and perceived contradictions between planning documents.

How might the Zoning Bylaw provide clarity, consistency, and accountability in how zoning interacts with LAPs and other policies, so that both communities and industry have confidence in the process?

A more detailed breakdown of the interested parties' feedback, by Zoning Bylaw topic, below:

Small Scale Greenfield Housing

Participants of the *small-scale general housing zone* workshop provided detailed feedback on parking, landscaping, building design and more in greenfield residential areas. Much of the conversation was oriented around the existing R-G and R-Gm districts. For instance, driveway length standards—especially the 6.0m minimum—were seen as overly rigid for sloped lots and internal roads, with confusion around how aprons and slopes affect compliance. Similarly, height measurement inconsistencies between sloped and flat lots were flagged, with calls for clearer

definitions and modest height increases (e.g. to 12.5m) to better accommodate 4-plexes and net-zero homes.

This industry-oriented group recommended allowing small density variances (e.g., $\pm 5\text{--}10\%$) where parking and landscaping requirements can still be met, reducing reliance on Direct Control districts. Concerns were raised about unit and parking rounding rules, and support was expressed for more flexible, shared amenity space requirements—particularly for secondary suites. Participants also highlighted inconsistencies in garage access, deck projections, and landscaping calculations that often delay approvals. Overall, there was strong interest in simplifying bylaw language, improving cross-departmental alignment, and ensuring rules are consistently interpreted to support innovation and predictable approvals in new communities.

Small Scale Infill Housing

The *small-scale infill housing zone* workshop included a mix of industry and community participants. Here the group expressed strong support for increasing housing diversity to better serve a range of demographics and life stages, including seniors, families, and newcomers. However, there is consistent tension between densification and neighborhood acceptance—resistance is often rooted in concerns over aesthetics, scale, privacy, tree loss, and parking impacts. Participants valued context-sensitive design that responds to site orientation and built form, preferred private over shared amenity space, and underscored the importance of retaining or replacing mature trees.

Parking was a dominant concern, with divergent views ranging from supporting reductions to calling for guaranteed space for all units, often depending on household and lifestyle types. Systemic barriers - including rigid building codes, unclear rules around parking, waste, and amenity space, and complex approvals for stacked formats—continue to limit the delivery of compact, multi-unit housing types that are broadly supported in principle.

Downtown

Participants of the *downtown zone* workshop were industry-oriented with a mix of BILD, NAIOP and BOMA representatives. The conversation emphasized the importance of a simplified and modernized bonusing and FAR framework that reflects Calgary's current context. There was broad support for raising the base FAR to allow for more as-of-right development, with bonusing applied above that threshold. Maintaining a clear maximum FAR was seen as important to reduce uncertainty and support project viability. Participants suggested the bonusing system should prioritize amenities aligned with current policy goals. Suggestions included reintroducing key items like affordable housing, recognizing the environmental benefits of green roofs, and ensuring amenities provide meaningful public benefit.

Participants also requested a better balance between on-site amenity delivery and off-site contributions, along with increased transparency on how bonus items were grouped or removed in the new framework. There was expressed interest in improved clarity and flexibility for how public amenities are defined, evaluated, and delivered. Overall, the feedback reflected a desire for a clear, adaptable system that supports high-quality, mixed-use development across the downtown.

Mixed-Use and Street Activation

Participants in the *street activation* workshop emphasized that successful street activation depends on flexibility, not rigid rules. Overly prescriptive requirements—such as mandated uses or fixed floor plate sizes—can lead to frequent turnover and vacancies. Instead, a performance-based approach focused on outcomes like building transparency (making indoor activity visible) and pedestrian comfort was said to be preferred. The group also called for a broader definition of “activation” to include uses like health services, fitness, personal care, and micro-retail. Visible activity indoor and outdoor, seating, public art, and well-designed facades were also said to contribute meaningfully to active frontages. Participants also stressed that not all streets should be activated in the same way, calling for policy that’s responsive to context. It was stressed that activation is as much about quality design—like street-facing entrances, weather protection, and pedestrian buffers—as it is about the use.

Market feasibility was a key concern for many. Requiring commercial uses where demand is low was said to lead to long-term vacancy. Suggestions included phased implementation, interim uses, and live-work flexibility. Clearer implementation tools, zone-specific guidance, and alignment with design guidelines were also recommended. Partnerships, community programming, and a long-term view were seen as essential to creating vibrant, people-first streets over time.

Large Scale Commercial

Participants in the *large-scale commercial zones* workshop identified opportunities to introduce greater flexibility in large-scale commercial areas. Feedback highlighted that many sites—such as aging malls and big-box corridors—are underutilized and could better support a mix of uses, including housing, public space, and employment. The group supported policy direction that enables the long-term transformation of these areas into more complete communities, with improved connections to adjacent neighbourhoods and transit. Integrating active transportation options and activating site edges were noted as key strategies to enhance integration. Outdated zoning rules, fragmented land ownership, and lengthy approvals were seen as barriers. A more streamlined, phased approach to redevelopment was recommended to support adaptive reuse and long-range reinvestment.

Grouped, meaningful landscape areas (larger than one stall) improve function, maintenance, and aesthetics.

In conversation about large scale commercial uses, the group called for more flexibility in how these areas are used, citing underutilized land, long timelines for development, and missed opportunities to integrate housing or mixed uses. Many expressed interest in transforming aging commercial sites—like malls or big-box corridors—into complete communities that include housing, transit, public space, and new job-generating uses. Participants highlighted the opportunity to better link employment areas with surrounding neighborhoods through active transportation connections and “edge activation.” They also raised concerns about outdated zoning and fragmented ownership structures that can stall adaptive reuse or redevelopment. Policy changes that streamline approvals and allow phased transformation over time were seen as critical.

For instance, flexibility was mentioned as necessary in site design to allow pedestrian-friendly layouts that aren't strictly tied to public street frontages. This was paired with insights on how the balance of pedestrian access must be met with operational needs like storage and loading—especially on large or double-fronted sites. When it comes to non-vehicular access suburban sites were named for often lacking proper pathway connections, limiting cycling and walking viability. Broadly speaking, it was said more integration is needed between transit, cycling infrastructure, and commercial sites.

Industrial

While the *Industrial Working Group* workshop was focused on the Industrial zones. There was support for preserving key industrial lands to sustain Calgary’s economy, participants acknowledged that not all industrial zones are the same. There was strong agreement on protecting strategic industrial land with access to goods movement corridors, but also support for enabling more flexibility—particularly on underperforming or fragmented parcels at the urban edge or within transition areas. Suggestions included allowing for a broader mix of employment and institutional uses, integrating services for workers (e.g., childcare, food), and supporting low-impact businesses in closer proximity to residential areas. Stakeholders emphasized that policy should recognize the evolving nature of industrial work and land needs, and avoid a one-size-fits-all approach.

FCC / CAs

Community associations emphasized that zoning should be rooted in lived experience, supporting affordability, livability, ecological resilience, and inclusive, long-term neighbourhood planning. They called for housing that responds to the real needs of families and seniors, including options that enable aging in place, affordability for average income households, and accessible living. While not opposed to growth, associations expressed a desire for “density done right”—well-designed, thoughtfully scaled housing integrated with infrastructure, daylight, privacy, and usable outdoor space. Protecting mature trees, green space, and landscaping was also seen as essential for both quality of life and climate resilience.

Participants stressed that zoning must prioritize livability and safety, ensuring homes are more than units that fit onto lots—they should foster thriving communities while preserving heritage and character. This included concerns about how supportive housing is defined, permitted, and overseen—particularly near sensitive locations such as schools. Infrastructure was identified as a critical foundation for accommodating new housing, with concerns around parking, transit, and walkability if growth outpaces investment. Finally, community associations underscored the importance of trust and clarity in the planning process, highlighting frustrations with perceived contradictions between zoning, local area plans, and other city policies. They called for transparency, consistency, and accountability so residents can have confidence that their input and approved plans are meaningfully reflected in decision-making.

Supportive Housing and Emergency Shelter Providers

Discussions on supportive housing and emergency shelters emphasized the importance of updating zoning to reflect current service models and operational realities. Participants noted that outdated definitions and fragmented use categories often create unnecessary barriers, contributing to delays and reinforcing stigma. While there was some overlap between supportive housing and emergency shelter representatives, the conversations surfaced distinct issues and potential solutions for each stream, reflecting their different roles in meeting community needs.

Supportive Housing

Participants emphasized that supportive housing and service models have evolved significantly, but the zoning bylaw has not kept pace. Service providers are increasingly operating mixed-use, trauma-informed models that combine housing, shelter, and transitional care, yet current use categories remain tied to outdated assumptions (e.g., “addiction treatment”) and historical perceptions rather than actual land use impacts. This has resulted in overregulation, frequent appeals, and delays that discourage best practices such as smaller, scattered-site housing, instead reinforcing older large-scale, centralized models. Concerns were raised that existing rules on balconies, amenity space, and parking often conflict with trauma-informed design and the operational realities of service delivery.

To address these challenges, participants called for simplifying and consolidating supportive housing categories, reducing unnecessary restrictions, and shifting toward regulation based on building form and scale rather than the type of care or resident profile. Embedding flexibility within supportive housing definitions—explicitly allowing health, recovery, case management, and spiritual services—was identified as key to enabling innovation without triggering additional reviews. Broader solutions included aligning zoning with the Building Code, enabling supportive housing in more residential and mixed-use zones, reducing reliance on DCs, and improving alignment across the Calgary Plan, LAPs, and provincial legislation. Participants also highlighted the importance of location, emphasizing proximity to employment, transit, parks, and community services to support integration and long-term success.

Emergency Shelter

Participants stressed that zoning for shelters must be modernized to reflect the sector’s shift toward holistic, service-based models rather than outdated, stigmatizing definitions. Current terms like “emergency” and “temporary” were said to reinforce negative perceptions and do not reflect the permanence, diversity, or flexibility of contemporary shelter operations. The group also emphasized that auxiliary services such as health care, food preparation, recovery supports, training, and cultural programming are now integral to how shelters function, yet they often trigger unnecessary reviews or restrictions. Overreliance on DCs and narrow use definitions were identified as key barriers to innovation and timely response, particularly for retrofits, seasonal programs, and emerging models.

To address these challenges, participants called for consolidating existing shelter categories, embedding them in a broader “community services” framework, and permitting their use in more zones, including residential, mixed-use, and social purpose infrastructure zones. A future-proofed bylaw was said to require flexibility to support diverse models—such as pop-up or dispersed shelters—while regulating by built form, intensity, and operations rather than demographics. Clearer, more dignified terminology was also emphasized as critical for reducing stigma, supporting effective siting, and reframing shelters as essential community infrastructure.

Section 4

Next Steps



4.0 Next Steps

Thank you to all Calgarians that have participated throughout the City Building Program engagement. The time, effort, and insight you have provided is greatly valued and an essential input towards the future success of these documents.

The City of Calgary recognizes that decisions are improved by engaging those who may be interested in, or affected by, those decisions. Input provided by participants helps our project teams understand perspectives, opinions, and concerns throughout all phases of a project. Input collected in each phase of the project helps influence and inform the concepts and policies that are created and refined throughout the process.

Engagement helps to ensure that the voices and values of Calgarians are reflected in City decision-making; and engagement feedback is one of the many inputs that is considered. Public input is considered in decision-making alongside things like Council priorities, City policies, and professional expertise.

Calgary Plan

Following Phase 5 engagement, the Calgary Plan team is reviewing all feedback to identify potential adjustments to ensure the Calgary Plan works seamlessly with other citywide plans and the new Zoning Bylaw. Throughout 2025, the team is focused on policy alignment, supporting policy interpretation, and continuing policy testing.

The Calgary Plan has been directed to be brought to IPC in the second quarter of 2026.

Zoning Bylaw

The Zoning Bylaw team is developing the next draft of the new Zoning Bylaw, taking into consideration all the feedback gathering during Phase 5 engagement. Internal circulation to City staff and leadership will occur prior to the next draft release for further public engagement. Some focused discussions with targeted groups may occur in Fall 2025 to close any outstanding issues.

The new Zoning Bylaw is targeted to be brought to IPC in Q2 2026.

Phase 6 Engagement: Did we get it right?

The next and final phase of engagement is currently planned for Q1 2026 (subject to change). The purpose of this engagement will be to share and validate the final proposed direction of the **Calgary Plan**, **Zoning Bylaw** and **Street Manual**. It will also be an important opportunity to demonstrate what has changed, how direction impacts communities, and highlight “what we did” with input from past phases. The feedback from this phase will be used to make revisions to final documents.

The Program team will also be collaborating with interested parties and partners throughout Fall/Winter 2025 to plan engagement opportunities..

To stay up to date with the latest City Building Program information, please visit calgary.ca/citybuilding.

Overview and Engagement Approach



Appendix A – City Building Program Overview and Engagement Approach

Program details, including who was engaged, how and what they were asked.

Program Background

Calgary is growing and changing quickly. The City Building Program is about setting up Calgary for the future of how we use land, build, and move around our city.

The three initiatives as part of the program:

- The **Calgary Plan** (merges, streamlines and updates the current Municipal Development Plan and Calgary Transportation Plan into one document) is the highest-level planning document guiding future land use and growth.
- The new **Zoning Bylaw** (currently the Land Use Bylaw) will simplify the rules that govern the use of land and the shape of buildings in our city.
- The new **Street Manual** (currently the Complete Streets Policy & Guide) will provide updated direction for the design of Calgary's streets to support safe travel options for all Calgarians.

What is the Calgary Plan?

The Calgary Plan is Calgary's proposed highest level planning document. It will outline the vision and framework for the city's growth and change over the coming decades.

The Calgary Plan will guide how Calgary will grow and change over the next 30 years and set the direction for future land use and mobility decisions. The Calgary Plan fully integrates both land use and transportation policy together for the first time in a simplified, plain language document-- replacing the current Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP). While the Calgary Plan has been simplified and modernized, it carries forward the vision and many policies from the current MDP (last updated in 2020).

What is the Zoning Bylaw?

The new Zoning Bylaw will replace the current [Land Use Bylaw 1P2007](#). It is one of the most important tools we have for implementing the vision set out in the Calgary Plan. It directs two things: the shape and size of buildings and the uses allowed on a property.

The new Zoning Bylaw will align with the Calgary Plan, helping deliver on that plan's vision for:

- Improved housing choice
- Great transit
- A vibrant downtown

- Walkable, mixed-use communities

In alignment with the draft Street Manual, ensuring that building and street design works together to build a city that delivers on these key directions. The new Zoning Bylaw will:

- Add certainty and clarify regulations
- Reduce the number of zones
- Simplify the list of uses
- Include more graphics and plain language, making it easier to understand

What is the Street Manual?

The new Street Manual (currently called the [Complete Streets Policy & Guide](#)) will provide updated direction for the design of Calgary's streets to support safe multi-modal travel options for all Calgarians on well-connected networks that are sensitive to the environment.

The Street Manual will guide how city streets are designed, including:

- The types of spaces needed for different travel options, including walking, wheeling, transit and driving
- Streetscape elements like trees, benches and public utilities
- How streets interact with surrounding buildings, including different approaches to driveways, parking and the use of sidewalk space based on the local context

The Street Manual is one way of implementing land use and mobility policies in the Calgary Plan. Planners, developers, engineers, landscape architects and designers use this manual when designing streets in new communities or retrofitting existing streets.

Why does this program matter?

Calgary is growing rapidly, and we will soon be a city of two million people. Our city and our planning tools need to adapt to ensure Calgary keeps the elements that make our city a great place to live today, while accommodating and leveraging growth to increase our opportunities in the future. The City Building Program will align and strengthen our planning tools to create a place where everyone can thrive and be a city of choice for all Calgarians.

The Calgary Plan, Zoning Bylaw and Street Manual fit into a framework of planning policies, tools and regulations that help build our city and shape the future of Calgary, connecting vision to outcomes. Together, this framework helps achieve a common vision of providing choices for how Calgarians want to live, how we want to get around, and the types of communities and amenities we want to enjoy.

City Building Program engagement to date

Since the fall of 2023, an extensive engagement program has been carried out to help shape and inform the development of the City Building Program. The engagement has been conducted in multiple phases, each with a specific focus:

- **Phase 1 – Where are we going?** Focused on understanding the fundamental priorities of Calgarians to guide the direction of the City Building Program.
- **Phase 2 – How are we going to get there?** Shared draft ideas under consideration for the program and gathered feedback on specific elements.
- **Phase 3 – What comes next for the Calgary Plan?** Released the draft Calgary Plan and sought focused feedback on the proposed content.
- **Phase 4 – What comes next for the Zoning Bylaw?** Released the draft Zoning Bylaw and gathered input on the proposed draft, details, and ideas presented.
- **Equity-denied communities engagement** – Ongoing engagement with communities, organizations, and individuals from underrepresented and marginalized populations in Calgary to gather their input throughout the process.
- **Interested parties engagement** – Engagement with organizations and individuals who have expressed specific interest in aspects of the City Building Program.

A detailed overview of these engagement efforts is provided below.

Phase 1 Engagement – Where are we going?

In fall 2023, the City's planning team launched the first phase of a multi-phased engagement process, to hear the voices of Calgarians. The approach was designed to capture ideas and feedback from residents and businesses about the content of the City Building Program documents. The first phase, titled "Where are we going?" was held between October 23 and December 3, 2023. The findings of that phase can be found in the Phase 1 What We Heard Report, located on the calgary.ca/citybuilding webpage.

During the first phase of engagement, various tactics were used to share information about the project and hear from Calgarians, including:

- A City of Calgary Engage webpage that included key project details and hosted an online survey.
- Sixteen pop-up engagement events held across the city.
- Multiple webinars, whereby the project team shared project details and answered participants' questions.

In total, 2,416 participants were engaged during the first phase, with 1,398 attending in person, 1,018 participating online, and 4,434 individuals visiting the online portal for information. The

information that was gathered played a fundamental role in shaping the direction of the concepts and ideas presented through the second phase of engagement.

Phase 2 Engagement – How are we going to get there?

Through the winter of 2024, the second phase of engagement was conducted to further the conversations and learn more from Calgarians. This phase was designed to share draft ideas and concepts that were informed by the first round of engagement and gather feedback from Calgarians. Engagement was held between January 29 and March 3 of 2024. The findings can be found in the Phase 2 What We Heard Report, located on the calgary.ca/citybuilding webpage.

During the second phase of engagement, several tactics were used to share project details and capturing insights from Calgarians, including:

- A City of Calgary Engage webpage that included key project details and hosted an online survey.
- Two webinars were held in which the project team shared project details, asked targeted questions and answered any questions that the participants had.
- Six large-scale public open houses across the city, where participants were asked to engage with the materials, provide feedback on preferences, and ask questions of the project team.

Over the different methods, we had 1,382 participants provide feedback through this phase, with 1,061 providing input online and 321 attending in person. We also had 7,241 people visiting the online portal page for information about the project.

Phase 3 Engagement – What comes next for the Calgary Plan?

Building on the direction gathered in previous phases of engagement, the City Building Program's third phase took place in summer 2024, focusing on the release of the draft Calgary Plan. This phase aimed to gather input from Calgarians on the updated Municipal Development Plan and ran from June 24 to July 21, 2024. Feedback from this phase is summarized in the Phase 3 *What We Heard* Report, available on the calgary.ca/citybuilding webpage.

Although this phase centered on the draft Calgary Plan, its close relationship with the Zoning Bylaw meant that the feedback collected also influenced the direction of the new draft Zoning Bylaw. This input helped shape the focus of the fourth phase of engagement, which specifically addressed the new draft Zoning Bylaw.

Phase 4 Engagement – What comes next for the Zoning Bylaw?

From September 23 to October 22, 2024, the City of Calgary engaged Calgarians on the new draft Zoning Bylaw as part of Phase 4 of the City Building Program. This phase aimed to introduce the

draft bylaw, raise awareness of key changes, and gather feedback on priorities, concerns, and areas requiring further engagement.

The draft Zoning Bylaw introduced new zones for housing, mixed-use, downtown, industrial, commercial, and special-purpose areas. These were designed to simplify the development process and support more inclusive, sustainable growth.

Engagement tactics included an online survey, webinars, in-person and virtual workshops, a Reddit AMA, and drop-in events. More than 150 participants took part in events, 10,144 visited the project webpage, and 615 completed the survey.

Key themes included concerns about parking, density, neighbourhood character, and trust in decision-making. Participants emphasized the need for clear design standards, better integration with infrastructure, and stronger environmental protections. Many also voiced frustrations with previous rezoning decisions and called for more meaningful engagement moving forward.

Feedback from this phase informed refinements to the draft Zoning Bylaw and shaped the next phases of engagement. Full results are available in the Phase 4 *What We Heard* Report at calgary.ca/citybuilding.

Equity-Denied Communities Engagement

To develop a long-term plan for Calgary as a city where everyone can thrive, the City Building Program sets out an intention to center equity as an integral consideration for its work. The City Building Program recognizes that circumstances in the lives of many members of equity-denied communities vary and have impacted their capacity to take part in traditional engagements. To guide the development of opportunities that would support participation for members of equity-denied communities, engagement was planned around the following objectives:

- Convene and understand the lived experiences of equity-denied groups that are not traditionally engaged.
- Deepen and improve community relations with equity-denied groups in the community.
- Involve equity-denied groups to have their lived experiences and perspectives understood in policy and implementation.
- Educate and involve organizations in the community-building process to build collaboration between and in the future engagement.

A report on insights collected through the engagement conducted with equity denied individuals can be found on the calgary.ca/citybuilding webpage.

Interested Parties Engagement

To ensure Calgary's long-term plan reflects diverse expertise, the City Building Program engaged organizations and representatives from the development and building industry, community groups,

and non-profits. These interested parties provided valuable insights into specific aspects of the program.

The engagement with interested parties was designed with the following objectives:

- Understand the unique perspectives and priorities of industry representatives, community groups, and non-profits.
- Leverage the expertise of interested parties to inform and refine program deliverables.
- Facilitate collaboration between stakeholders to foster shared understanding and alignment on city-building priorities.
- Provide clear and accessible opportunities for interested parties to engage in discussions relevant to their areas of interest.

A report on insights collected through the engagement conducted with interested parties can be found on the calgary.ca/citybuilding webpage.

Engagement Overview

The fifth phase of engagement, summarized in this report, was primarily focused on sharing information about—and gathering feedback on—the draft Zoning Bylaw. As a result, content development, engagement questions, community conversations, and marketing efforts were centered on the draft Zoning Bylaw. At the same time, the project team additional feedback or requests for clarification to support potential adjustments to the Calgary Plan.

This phase of engagement aligned with a separate City-led initiative—**The Guide for Small Scale Housing**. Given the overlap in subject matter, the two engagement programs were coordinated to make the most of participants' time and collect input that could inform both initiatives. This coordination was a new addition for this phase, introduced to better align efforts and respect participants' time and energy. For updates on The Guide for Small Scale Housing, visit: [Guide for Small Scale Housing](#).

This report summarizes the feedback collected during Phase 5, with a particular focus on insights that will inform the refinement of the draft Zoning Bylaw. Where applicable, considerations relevant to the Calgary Plan and the Guide for Small Scale Housing are also included.

Engagement Objectives

Throughout this phase of engagement focused on the draft Zoning Bylaw, the project team aimed to achieve several program engagement objectives. These high-level objectives included:

- **Increase awareness:** Increase understanding of the Zoning Bylaw, including benefits, impacts and trade-offs. Connect the dots between the Calgary Plan, Zoning Bylaw, and

Street Manual. Share document development progress and connections to other City strategy documents (such as Local Area Planning).

- **Encourage participation:** Foster a sense of ownership by involving participants in shaping The City of Calgary's City Building documents.
- **Enhance inclusivity:** Ensure diverse and equitable engagement opportunities, including a wide range of interested parties, equity-denied groups and all Calgarians.
- **Integrate feedback:** Understand diverse perspectives and expertise to inform the refinement of the Zoning Bylaw and Street Manual, and amendments to the draft Calgary Plan. Reflect participants input in the final documents.

In addition to these broader goals, a set of specific objectives related to the draft Zoning Bylaw were developed to guide this phase of engagement:

- **Understand diverse perspectives:** Gather insights from Calgarians, community organizations, businesses, equity-denied groups and other key interest holders to identify how the Zoning Bylaw will impact their needs, priorities, and aspirations for future growth and development, and investigate how zoning regulations influence various aspects of daily life, including housing, mobility, and employment, to better understand their context and significance.
- **Identify current challenges:** Explore the specific issues Calgarians, equity-denied groups, and other interested parties face in relation to the existing Land Use Bylaw to inform meaningful updates.
- **Identify gaps and opportunities:** Uncover discrepancies between needs and the current Land Use Bylaw, emphasizing areas where policy updates could create meaningful change or better alignment.
- **Capture priorities:** Gather insights on the priorities of the general public, equity-denied communities, and interested parties to guide revisions.
- **Enhance quality of life:** Identify specific changes to the Zoning Bylaw that could improve life in Calgary, fostering a more vibrant and livable city.
- **Respond to concerns:** Understand the key aspects of the Zoning Bylaw that most concern Calgarians and develop strategies to address them effectively.
- **Maximize benefits and minimize impacts:** Evaluate the implications of the Zoning Bylaw updates for all Calgarians, particularly equity-denied groups, and design measures to reduce negative impacts while enhancing positive outcomes.
- **Increase community understanding:** Provide clear and accessible information to help Calgarians understand how the Zoning Bylaw works, what proposed changes could mean for their community, and how zoning influences the city's growth and development, building overall literacy about the plan.

Audiences

Throughout the engagement process to date, a variety of communication and engagement tactics have been used to ensure efforts were broad, accessible, and geographically inclusive. Phase 5 continued this approach through three distinct streams of engagement, designed to hear from as many Calgarians as possible:

- **Public:** Engagement with Calgarians interested in sharing their personal perspectives. The goal was to inform residents about the draft Zoning Bylaw, understand their views, and help guide the direction of the program.
- **Equity-Denied Communities:** Engagement focused on underrepresented and historically marginalized populations in Calgary. These efforts aimed to build trust, understand lived experiences, and co-develop solutions that reflect diverse community needs.
- **Interested Parties:** Engagement with organizations and individuals who expressed a specific interest in aspects of the City Building Program. These participants provided valuable subject matter expertise, particularly in relation to the draft Zoning Bylaw.

Methodology

The fifth phase of engagement for the City Building Program focused primarily on gathering feedback on the draft Zoning Bylaw. However, comments related to the Guide for Small Scale Housing and the Calgary Plan were also captured. The alignment with these other two plans through this phase of engagement was due to the overlap and close ties in subject matter, and to try and maximize participants input into city building processes.

This phase of engagement took place over a four-week period, from May 5 to May 31, 2025.

Engagement Tactics

Phase 5 engagement used a variety of tactics to share information and gather feedback, aligned with the objectives outlined above. These tactics were informed by feedback from previous phases and reflections on what had worked well and where improvements could be made. Major changes included offering more educational materials, increasing opportunities to attend events online, and spending more time engaging with Calgarians in their communities.

The engagement tactics used were as follows:

Sharing Information

As outlined in the engagement goals, a key priority for this phase was to share information in accessible and informative ways to help Calgarians better understand the draft Zoning Bylaw, the Calgary Plan, and the Guide for Small Scale Housing. To support this, an annotated “red line” version of the draft Zoning Bylaw and a series of summary sheets were made available on the calgary.ca/citybuilding webpage.

A series of summary sheets were organized into three types:

- **Introduction to zoning** – basics of zoning and how it shapes the city
- **Introduction to topics** – key ideas currently being explored and considered
 - These thematic topics also formed the basis for the online survey and guided discussions in online workshops.
- **Summaries of draft zones** – at-a-glance highlights from the draft Zoning Bylaw
- **Chapter summaries** – highlights from each chapter of the Calgary Plan

These resources were designed to provide clear, concise, and accessible information about each document to support informed participation throughout the engagement process.

Online Survey

An online survey was hosted on the City of Calgary’s Engage Portal to gather feedback on the new draft Zoning Bylaw. The survey offered participants the opportunity to share their perspectives on key trade-offs and respond to specific questions related to zone details.

Survey questions included both multiple-choice and open-ended formats to better understand the reasoning behind participants’ responses and to capture any additional feedback they wanted to share. The results of the survey are summarized in Section 2.0 of this report.

Community Conversations

A series of community conversations were held both online and in person to share information about the draft Zoning Bylaw and gather feedback on its content. These events included:

- **Online Information Sessions:** A series of webinars were hosted to provide an overview of the draft Zoning Bylaw and offer participants the opportunity to ask clarifying questions. Each session included a presentation outlining the proposed changes, followed by a Q&A with members of the project team. These sessions also served as a platform to direct participants toward other opportunities for deeper engagement.
- **Online Workshops:** Topic-based online workshops were conducted to facilitate more focused discussions with interested participants. Two streams of workshops were held: one focused on residential areas, covering topics such as housing, parking, and home-based businesses; the other focused on mixed-use and commercial areas, including discussions about mixed-use zones, commercial zones, and industrial lands.
- **Ask-a-Planner Pop-Ups:** To raise awareness and offer direct access to project team members, a series of Ask-a-Planner pop-up engagement events were held across the city. These events were strategically located in high-traffic public spaces, with at least one pop-up conducted in each ward. Each pop-up included display boards, printed summary sheets, and the opportunity for participants to ask questions and provide input. Every event featured representation from team members working directly on the Calgary Plan, the draft Zoning Bylaw, and the Guide for Small Scale Housing, enabling participants to speak directly with planners responsible for drafting the documents. This tactic aimed to make engagement more accessible to Calgarians and ensure that each session had the right expertise on hand to address specific and nuanced questions.
- **Walking Tours**

- **Jane's Walks:** As part of the 2025 Jane's Walk festival (led by the Federation of Calgary Communities), three guided tours were held in Mahogany, Hillhurst–Sunnyside, and Saddlestone to explore how zoning shapes Calgary's neighbourhoods. Participants walked through each area with planning staff, discussing how zoning influences building types, land use, and community design. The walks provided a chance to see zoning in action and share feedback on the new Draft Zoning Bylaw. Topics included housing diversity, commercial and mixed-use areas, and transit-oriented development. The tours created space for open conversation and helped connect residents' lived experiences with the evolving zoning rules.
- **UrbanLAB Walks:** In partnership with the Urban Calgary Students Association, walking tours were conducted in three Calgary neighbourhoods: Bankview, Haysboro, and Mahogany. These walks explored how different zoning regulations have shaped each community, with a focus on commercial, residential, transit-oriented, and mixed-use areas. The tours also highlighted the evolution of zoning over time, illustrating the different "eras" of development through the built form and land use in each neighbourhood.
- **Reddit AMA:** To reach a broader and more digitally active audience, a Reddit Ask-Me-Anything (AMA) session was held. Participants submitted questions directly to City staff and received real-time responses, working to foster transparency and accessibility.
- **Alcove Education Series:** A series of sessions were held with artists and members of Calgary's creative community, including many participants from BIPOC communities. Hosted in partnership with Alcove Centre for the Arts, the events aimed to explore how the Zoning Bylaw interacts with the lived experiences of artists and creatives. The conversation focused on building awareness and understanding of how land use regulations impact creative practices and everyday experiences in Calgary. Key topic areas included industrial, downtown, business, mixed-use, transit, and special-purpose zones. There was interest from participants and event organizers in continuing the dialogue in future phases of engagement.

Feedback gathered through these community conversations is summarized in Section 2.0 of this report.

Interested Party Engagement

Building on conversations from Phases 1 to 4, the City Building project team engaged interested parties in responsive, accessible, and tailored ways. This was achieved by reaching out directly to key audiences to share opportunities for them to influence the draft Zoning Bylaw. Personalized updates and invitations were sent to associations, organizations, and individuals, while coordination with key groups, particularly Building Industry and Land Development Association – Calgary Region (BILD) and Federation of Calgary Communities (FCC) helped align sessions with the schedules of both professionals and volunteers. The team also held focused technical discussions on the draft Street Manual in the same period.

A range of targeted engagement tactics were used, including workshops, information sessions, and working meetings, held both online and in person, to share information, ask questions, and gather

feedback on topics such as housing, commercial areas, and downtown zones. Coordination with key organizations also allowed presentations and discussions to be integrated into existing meetings and events. In addition, interested parties were encouraged to participate in public-facing opportunities, such as the Engage portal, public workshops, and the online survey.

Feedback gathered through these interested party conversations is summarized in Section 3.0 of this report.

Communication Tactics

Phase 5 engagement pivoted to a social media and grass roots-driven communications approach to reach and involve participants. The team employed a range of tools and worked with industry and community partners to share information and encourage participation. The communications tactics used included the following:

- **Calgary.ca Landing Page:** Updated regularly and used as a central hub for accessible information about the City Building Program and engagement opportunities.
- **City of Calgary Engage Portal:** Served as an interactive platform for participants to access program materials, complete the survey, and stay informed.
- **Social Media:** Leveraged both paid and organic outreach across Facebook, Instagram, Instagram Threads, Instagram Stories, Reddit, NextDoor, LinkedIn, and BlueSky to promote awareness and participation. The team also hosted a Reddit AMA to answer questions in real time and engage with a broader online audience.
- **Street-level Bold signs:** 52 locations spread across all four quadrants of the city.
- **Emails and newsletter:** Direct communications with over 200 subscribers.
- **City Building Program inbox:** Monitored daily for questions and feedback submitted through email.
- Information shared via community partner channels.

Participation and Audiences

Public Engagement

Through the public engagement stream, feedback was received from over 900 people through in-person events, over 50 people through online events, and the online engagement page attracted 10,787 visitors, with 897 individuals contributing to the online survey. A detailed breakdown of participation in these activities is provided below.

Table 1: Public Engagement Events and Participation

Engagement Opportunities	Dates	Numbers
Engage Portal (calgary.ca/citybuilding)		

Engage Portal Page	May 5 – May 31, 2025	10,787 visitors
Online Survey	May 5 – May 31, 2025	898 participants
In-person Events		
Jane's Walk – Hillhurst-Sunnyside	Saturday, May 3, 2025	20 participants
Jane's Walk – Mahogany	Saturday, May 3, 2025	3 participants
Jane's Walk – Saddletowne	Sunday, May 4, 2025	1 participant
Alcove Education Series	April 27, May 11, June 8, 2025	25 participants
Ask-a-Planner Pop-up – Devonian Gardens	Monday, May 5, 2025	34 participants
Ask-a-Planner Pop-up – Brookfield Residential YMCA in Seton	Saturday, May 10, 2025	19 participants
Ask-a-Planner Pop-up – MNP Centre	Monday, May 12, 2025	81 participants
Ask-a-Planner Pop-up – Shane Homes YMCA in Rocky Ridge	Wednesday, May 14, 2025	94 participants
Ask-a-Planner Pop-up – VIVO Centre	Thursday, May 15, 2025	28 participants
Ask-a-Planner Pop-up – Forest Lawn Library	Friday, May 16, 2025	21 participants
Ask-a-Planner Pop-up – Genesis Centre	Saturday, May 17, 2025	33 participants
Ask-a-Planner Pop-up – Melcor YMCA in Crowfoot	Wednesday, May 21, 2025	51 participants
Ask-a-Planner Pop-up – Signal Hill Library	Wednesday, May 21, 2025	43 participants
Ask-a-Planner Pop-up – Village Square Leisure Centre	Thursday, May 22, 2025	62 participants
Ask-a-Planner Pop-up – North Hill Centre	Friday, May 23, 2025	111 participants
Ask-a-Planner Pop-up – Dalhousie Spring into Summer Market	Saturday, May 24, 2025	65 participants
Ask-a-Planner Pop-up – Cardel Recreation Centre	Tuesday, May 27, 2025	39 participants
Ask-a-Planner Pop-up – Remington YMCA in Quarry Park	Thursday, May 29, 2025	35 participants
Ask-a-Planner Pop-up – Sunridge Mall	Friday, May 30, 2025	54 participants
Ask-a-Planner Pop-up – Save-on Foods in Walden	Saturday, May 31, 2025	48 participants
UrbanLAB Walks	June 10, 17, 24, 2025	22 participants
Online Events		
Information Session	Tuesday, May 13, 2025	11 participants
Reddit AMA	Tuesday, May 13, 2025	24K views, 56 Upvotes, 83 comments, 31 shares

Information Session	Tuesday, May 15, 2025	9 participants
Workshop – Residential	Tuesday, May 20, 2025	12 participants
Workshop – Mixed-use / Commercial	Thursday, May 22, 2025	2 participants
Workshop – Residential	Monday, May 26, 2025	7 participants
Workshop – Mixed-use / Commercial	Wednesday, May 28, 2025	5 participants

Interested Parties Engagement

Targeted conversations were held with interested party organizations with a specific interest in the draft Zoning Bylaw. From February to June 2025, the City Building team engaged over 250 participants from community and industry groups. These organizations included development and building industry, community groups, non-profits, businesses, government agencies, advocacy groups and more.

The team directly contacted key organizations who demonstrated interest in the program during phase 1-3. Those with continued interest included:

- Federation of Calgary Communities (FCC)
- Building Industry and Land Development Association (BILD) Calgary
- National Association for Industrial and Office Parks (NAIOP) Calgary
- Building Owners and Managers Association (BOMA) Calgary
- More Neighbours
- Business Improvement Areas (BIAs)
- Calgary Inner City Builders Association (CICBA)
- City of Calgary Industrial Working Group
- City of Calgary Development Advisory Committee (DAC) and Development Policy, Building Advisory (DPAC)

Moving forward, the team remains committed to collaborating with these groups on the Zoning Bylaw and other initiatives critical to Calgary’s growth and development.

Table 2: Snapshot of Plans Each Organization Engaged On

Audience	Zoning Bylaw (ZBL)	Calgary Plan (CP)	Street Manual (SM)	Program-wide Update
Industrial Working Group	X			X
BILD	X	X	X	X
BOMA	X			X
NAIOP	X			X
Inner City Builders Group	X			X
FCC	X	X		X

More Neighbours	X	X		X
BIAs	X			X
CICBA	X			X
DAC & DPAC				X
Supportive Housing and Emergency Shelter providers	X			

Table 3: Summary of participation in City Building Program Interested Parties Engagement Sessions

Engagement Opportunities	Audience	Dates	Number of Attendees
Workshops			
Industry Workshop (Zoning Bylaw, Industrial Zones)	CoC Industrial Working Group	March 20	12
Supportive Housing Workshop	Silvera, Alpha House, Trelis, Mustard Seed, The Drop In Centre, Accessible Housing, Aventa Centre for Excellent, Woods Homes	March 20	10
Emergency Shelter Workshop	Salvation Army, Fear is Not Love, Alpha House, Children's Cottage, Mustard Seed, Trelis, Unison, The Drop In Centre	March 20	9
Street Classifications (Street Manual)	BILD	April 3	17
Downtown & Bonusing Workshop (Zoning Bylaw, Downtown and Mixed-Use Zones)	BILD, NAIOP, BOMA	April 7	11
Cross-Sections (Street Manual)	BILD	April 10	21
Commerical Workshop (Zoning Bylaw, Large Scale Commercial Zones)	BILD	April 22	5
Street Activation Workshop (Zoning Bylaw, Mixed-Use and Downtown Zones)	BILD, FCC, BIAs	May 13	13
Housing Workshop (Zoning Bylaw, Small Scale Greenfield Zone)	BILD	June 2	12

Housing Workshop (Zoning Bylaw, Small Scale Infill Zone)	BILD, CICBA, FCC (including CA reps), More Neighbours, RNDSQL	June 10	19
Information Meeting			
Zoning Bylaw: Lunch and Learn (general regulation)	BILD	Feb 13	69
Zoning Bylaw: Lunch and Learn (uses, use regs, exemptions, signs)	BILD	Feb 26	35
Zoning Bylaw: Lunch and Learn (commercial, industrial, and special purpose zones)	BILD	Feb 27	37
Zoning Bylaw: Lunch and Learn (mixed-use and greater downtown zones)	BILD	Mar 4	27
Zoning Bylaw: CA Info Session	FCC	Apr 29	14
Zoning Bylaw: CA Info Session	FCC	Apr 30	9
Zoning Bylaw: CA Info Session	FCC	May 7	9
Coordination Sessions / Piggyback Meetings			
BILD phase 5 engagement coordination meetings (ZBL and SM)	BILD	Feb 24 Mar 7 Mar 17 Mar 25 Apr 15 May 1	n/a
FCC phase 5 engagement coordination meetings (ZBL, housing zones)	FCC	Mar 27 Apr 10 Apr 22 May 15	n/a
BIA City Building Program Meeting Piggyback (Calgary Plan, Zoning Bylaw, Street Manual Update)	BIAs (Inglewood, Marda Loop, Kensington, Bowness, 4th Street, Victoria Park, Greenview Industrial, Chinatown, 17th Ave)	May 12	9
Small Scale Infill Housing Workshop Coordination Meeting	BILD, FCC	May 14	n/a
Inner City Concrete Group coordination meeting (ZBL)	Vesta Properties and JEMM	May 16	n/a
BILD Calgary Plan User Guide Coordination Meeting	BILD	June 3	n/a
City Building Program Update and Q&A	DAC/ DPAC combined meeting	June 9	90
Working Meeting			
Street Manual Meeting	BILD	June 24	16
Calgary Plan User Guide Meeting	FCC	June 24	3

Inner City Developers Group Draft Zoning Bylaw discussion	Inner City Developers Group	July 16	5
--	-----------------------------	---------	---

What we asked

The fifth phase of engagement focused on sharing updated information on the draft Zoning Bylaw, the Calgary Plan, and the Guide for Small Scale Housing, while gathering feedback to help guide future decision-making. Throughout this phase, participants were encouraged to select the topic areas that were most relevant or interesting to them and provide feedback accordingly. This self-directed approach was carried across all engagement methods—including the online survey, online workshops, and in-person events—where topic areas were used as guiding prompts to initiate conversations and gather input.

Participants were invited to engage with the following topic areas:

- How the Zoning Bylaw and zoning processes work
- Housing in residential areas
- Parking in residential areas
- Businesses in residential areas
- Mixed-use areas
- Large commercial sites
- Industrial areas

During the online workshops, these topics were grouped into two themed sessions. One series of workshops focused on residential areas, including housing, parking, and businesses in residential zones. The second series explored mixed-use areas, large commercial sites, and industrial lands. Each workshop began with a brief presentation to provide context and was followed by guided discussions and prompting exercises to support participant feedback.

In the online questionnaire, participants were first asked to identify which topic areas they were most interested in. They were then presented with background information on their selected topics, followed by a series of questions. These included scenario prioritization, multiple-choice questions, and open-ended prompts, allowing participants to share both their preferences and more detailed commentary on key zoning issues.

Demographics



Appendix B – Demographics

Location – Please let us know where you live.

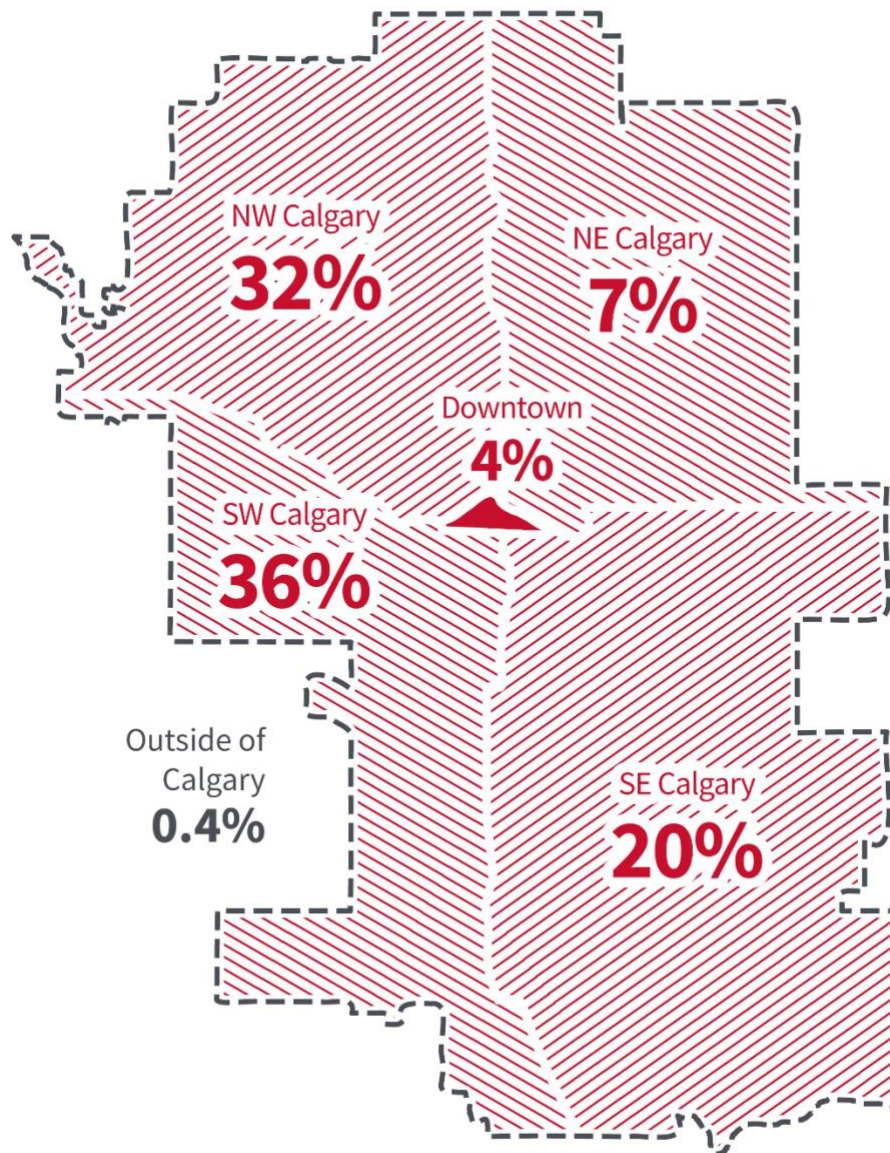


Figure 33: Responses to demographic question asking where the respondent lives. (n = 708)

Please select any of the following that apply to you:

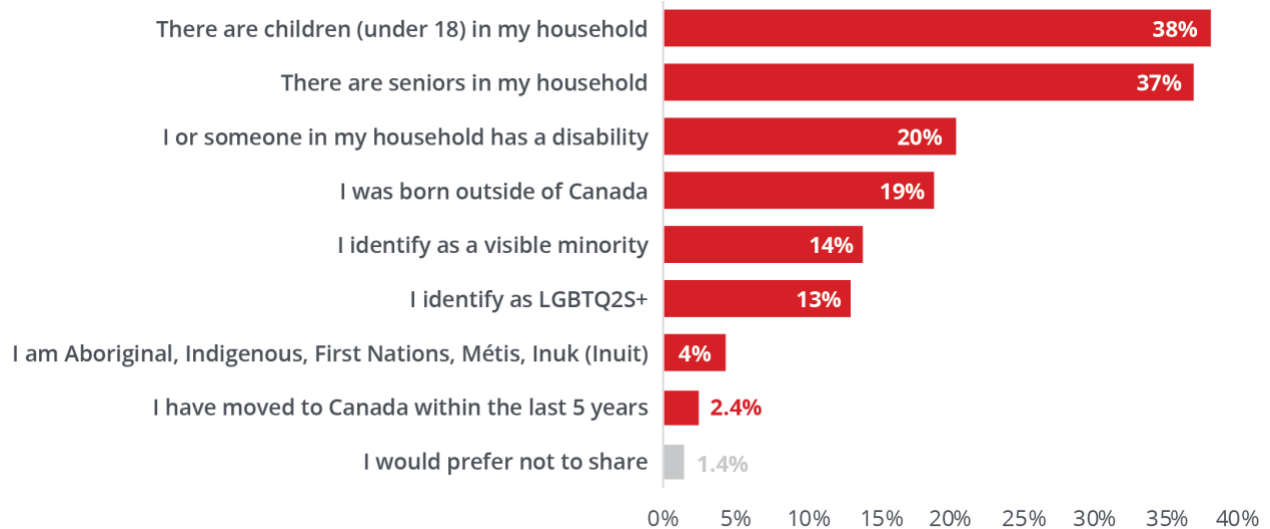


Figure 34: Responses to demographic question asking if any of these options apply to the respondent. (n = 510)

Age – what is the age range of the person providing this input?

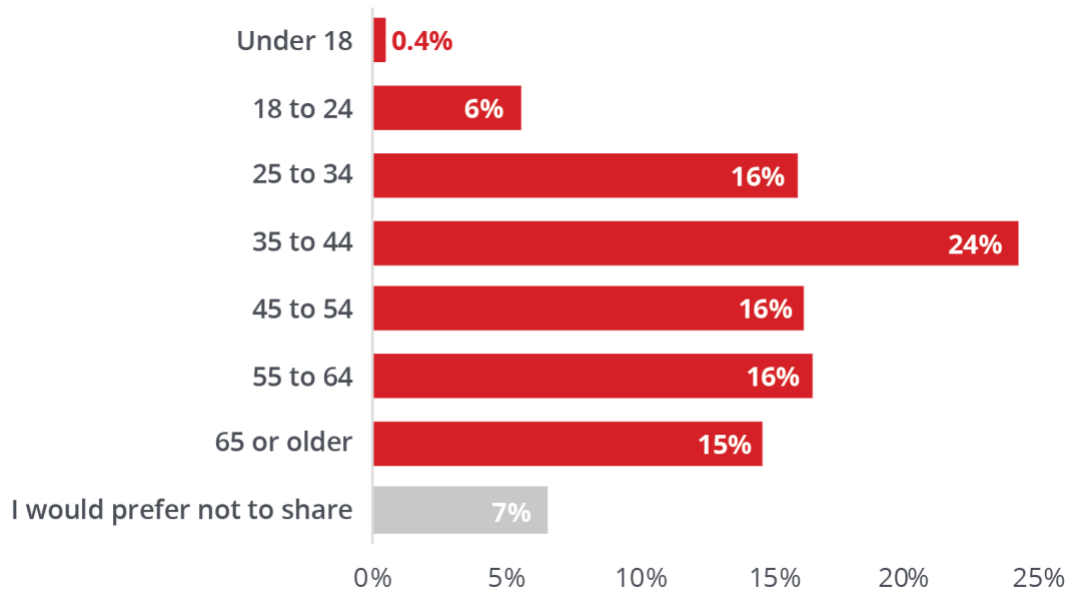


Figure 35: Responses to demographic question asking the age of the respondent. (n = 704)

Gender identity – please choose the option that best describes you:

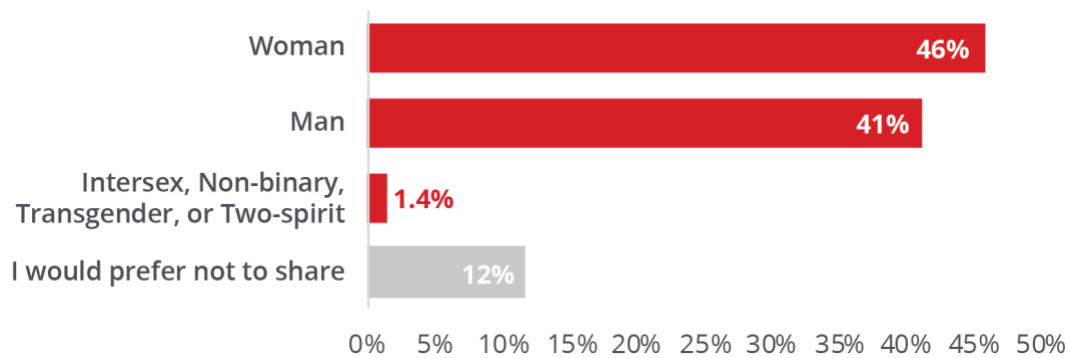


Figure 36: Responses to demographic question asking the gender identity of the respondent. (n = 702)

Household income – what is your total annual household income before tax?

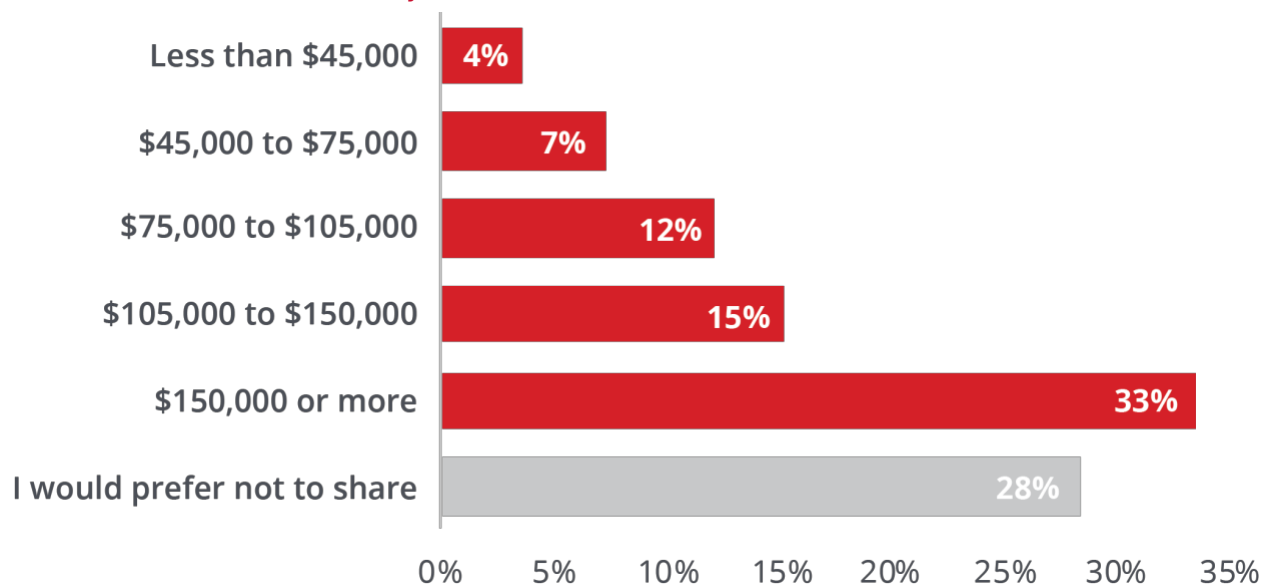


Figure 37: Responses to demographic question asking the household income of the respondent (n = 699)

Verbatim Comments and Quotes



Appendix C – Verbatim Comments and Quotes

Verbatim comments and quotes presented in this report include all feedback, 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 Project Teams to be considered in decision making for the project.

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 feedback 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.