



**City Building Program
Phase 4 – Zoning Bylaw Engagement**

What We Heard Report

Executive Summary

Project Overview

As Calgary's population nears two million, The City is undertaking the City Building Program to prepare for sustainable growth and development. This program includes the Calgary Plan, the Zoning Bylaw, and the Street Manual, which collectively provide a 30-year vision and a 10-year action plan for Calgary's future.

The new draft Zoning Bylaw, the focus of Phase 4 engagement, introduces updated rules governing land use and building form, with an emphasis on simplifying development processes and fostering sustainable, inclusive growth. The draft bylaw includes new zone structures and regulations to address housing, mixed-use developments, industrial and commercial areas, and special-purpose zones.

Engagement Overview

The fourth phase of City Building Program engagement ran from September 23 to October 22, 2024, focusing on the new draft Zoning Bylaw. The goal was to gather feedback from the general public, equity-denied communities, and interested parties, with a particular emphasis on areas of public interest and concern regarding the draft zoning changes.

Engagement tactics included an online survey, in-person and virtual workshops, webinars, a Reddit AMA session, and drop-in events. The City also employed a comprehensive communication strategy to raise awareness and provide accessible information through social media, digital and out-of-home advertising, and the City's Engage Portal.

This phase engaged over 150 participants through workshops and events, attracted 10,144 visitors to the online portal, and gathered 615 survey responses, ensuring a broad spectrum of feedback was collected.

What We Asked

Participants were asked to:

- Share their thoughts on the new draft Zoning Bylaw and the six zone categories (housing, mixed-use, downtown, industrial, commercial, and special-purpose zones).
- Identify key priorities and concerns within each zone category.
- Provide insights on areas requiring further engagement or educational efforts.

What We Heard

Feedback gathered during this phase highlighted diverse perspectives on the new draft Zoning Bylaw. Key themes include:

- **Housing Zones:** Concerns about parking, density, community character, and preserving parks and trees. Many called for clear design standards, contextual setbacks and integration with existing infrastructure.
- **Mixed-Use Zones:** Participants supported neighbourhood walkability, accessibility, and diverse business types but raised concerns about noise, traffic and parking in mixed-use developments.
- **Downtown Zones:** Respondents prioritized public safety, outdoor spaces, and housing affordability, while expressing concerns about parking availability and the Plus-15 network's impact on street-level activity.
- **Industrial Zones:** Feedback supported transit-oriented development and mixed uses but emphasized the need for pedestrian safety, proper infrastructure and preserving industrial land for suitable activities.
- **Commercial Zones:** Participants emphasized walkability, transit integration and reduced reliance on surface parking, while advocating for minimum parking requirements in certain areas.
- **Special Purpose Zones:** Strong support for housing near civic facilities and green spaces, but concerns about developing parks or school sites for housing. Participants highlighted the importance of preserving public amenities and open spaces.
- **Other Zoning Details:** Environmental sustainability, tree canopy preservation and improved public transit were frequently cited as essential for successful implementation of zoning reforms.
- **Citywide Zoning Approach:** Many participants expressed strong opposition to the blanket rezoning associated with the Housing Strategy and Rezoning for Housing initiative. They felt the new base zoning did not reflect community values or visions, and many advocated for a return to single-family zoning, believing the changes had negatively impacted their neighbourhoods.
- **Engagement and Trust in Decision-Making:** Respondents voiced significant distrust in the City's engagement processes and City Council, citing a lack of transparency and meaningful integration of public input. The public hearing on rezoning for housing was frequently referenced as a key moment when participants felt their voices were ignored.

Next Steps

Feedback from this phase will inform future revisions to the new draft Zoning Bylaw and shape upcoming engagement activities planned for 2025 and 2026. Key focus areas will include providing additional education on zone categories, exploring specific topics of interest, and addressing key themes and areas of concern raised by participants, as noted above. Engagement tactics and methods will reflect participation preferences, determined by levels of participation.

The City remains committed to engaging Calgarians on City Building, ensuring the new draft Zoning Bylaw reflects the needs and aspirations of all residents while aligning with Calgary's long-term goals for sustainable, inclusive growth.

Table of Contents

Executive summary	1
1.0 Program Overview	5
Program background	5
Why does this program matter?	5
2.0 Engagement Overview	7
Engagement objectives	7
Audiences	7
City Building engagement to date	8
Methodology	10
Participation	12
What we asked	13
3.0 What We Heard	14
Housing Zones	15
Mixed Use Zones	20
Industrial Zones	26
Commercial Zones	29
Special Purpose Zones	32
Other Zoning Detail	35
4.0 Next Steps	39
Appendix A – Demographics	41
Appendix B – Verbatim Comments and Quotes	44

Section 1

Program Overview



1.0 Program Overview

1.1 Program Background

Calgary is a city of opportunity and choice. As our city's population approaches two million, The City of Calgary must prepare to support this growth. The City Building Program will align and strengthen The City's plans and tools to create a place where everyone can thrive.

The City Building program will produce the Calgary Plan, Zoning Bylaw, and Street Manual. These three documents will work seamlessly to create a clear, concise and central 30-year vision along with a 10-year action plan for Calgary's future growth and development.

- The Calgary Plan will merge the existing Municipal Development Plan and Calgary Transportation Plan into one updated document. This statutory plan will guide the way we move and use land across the city.
- 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 an updated direction for the design of Calgary's streets to support safe travel options for all Calgarians.

This fourth phase of City Building Program engagement focused exclusively on the new draft Zoning Bylaw. Engagement on the Calgary Plan and Street Manual took place in late 2023 and early 2024, with findings summarized in earlier phases (see Section 2.3) and available at calgary.ca/citybuilding.

What is the Zoning Bylaw?

The new draft Zoning Bylaw (currently the Land Use Bylaw) will simplify the rules that govern the use of land and the form of buildings in the city. The Zoning Bylaw regulates how and where buildings are developed throughout the city. This includes:

- The activities (uses) allowed on a property (e.g. residential, commercial, industrial)
- Where development can happen on a property
- The shape of a building
- Requirements when development is in a flood zone

1.2 Why does this program matter?

Calgary is growing rapidly. For our city to remain a great place to live, we need to take intentional actions now. This will ensure we create a city that provides more choice for every Calgarian. This program sets the plans and tools that will enable strong development outcomes over time. These outcomes are:

- Improving ways to get around by providing safe, efficient, and appealing travel options for all Calgarians.
- Building attractive neighbourhoods and spaces that offer lifestyle choices to residents, families, and businesses.
- Supporting economic development by building a city that attracts talent and investment. Simpler processes, more flexible rules and a quicker path to saying “yes” will make it easier to start or grow a business.
- Improving housing security and choice by increasing the amount and variety of market and non-market homes in Calgary.
- Acting boldly on climate change by supporting more resilient and sustainably built homes, offering more sustainable mobility options and protecting our trees, parks and rivers.
- Enhancing relationships with Indigenous communities by reflecting community priorities, honouring places of significance and incorporating Indigenous knowledge. This brings together both Indigenous and western worldviews to achieve a more equitable and inclusive city.

Section 2

Engagement Overview



2.0 Engagement Overview

2.1 Engagement Objectives

Throughout this phase of engagement focusing on the new draft Zoning Bylaw, the project team aimed to achieve several objectives related to engagement. The objectives are as follows:

Engagement Goals

- Provide an accessible overview of the new draft Zoning Bylaw to Calgarians.
- Gather thoughts and feedback from participants on the proposed ideas presented in the new draft Zoning Bylaw.
- Understand which aspects of the new draft Zoning Bylaw are of greatest concern to residents and interested parties.
- Understand which aspects of the new draft Zoning Bylaw the team needs to do further engagement and education in forthcoming phases of engagement.

2.2 Audiences

Throughout the engagement process to date, there have been a number of different communication and engagement tactics employed to ensure that the efforts were broad, accessible, and geographically diverse. This phase included three streams of engagement work to ensure we hear from as many Calgarians as possible, including:

- **General Public:** Engagement with Calgarians who participated to share their personal interests and ideas. The goal was to help inform Calgarians about the plan, understand their thoughts, and help guide the program.
- **Equity-Denied Communities:** Engagement with equity-denied communities in Calgary, focused on underrepresented and historically marginalized populations, to build trust, understand lived experiences, and generate solutions.
- **Interested Parties:** Engagement with organizations and representatives expressing specific interest in one or more aspects of the project. These entities provided valuable subject matter expertise in the City Building Program, with a specific focus on the new draft Zoning Bylaw in this phase.

The feedback presented in this report provides a summary of the responses received during the fourth phase of engagement with these three streams of engagement.

2.3 City Building engagement to date

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 from 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.
- An online webinar where 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, a number of tactics were used to share project details and gather feedback from Calgarians, including:

- A City of Calgary Engage webpage that included key project details and hosted an online survey.
- Two online 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?

In the summer of 2024, the third phase of engagement for the City Building Program took place, 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.

Equity-Denied Communities Engagement

To develop a long-term plan for Calgary as a city where everyone can thrive, the City Building Program set 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.

2.4 Methodology

This phase of City Building Program engagement focused on the new draft Zoning Bylaw and occurred over four weeks from September 23 to October 22, 2024.

Engagement Tactics

This phase of engagement used the following tactics to share information and gather feedback, in alignment with the goals outlined above.

Sharing Information

The new draft Zoning Bylaw and accompanying documents were shared online with Calgarians on calgary.ca/citybuilding. An annotated draft Zoning Bylaw, introduction video, and a series of “Summary Sheets,” designed to provide easy to digest information about the bylaw, were made available to explain the content outlined in the new draft Zoning Bylaw. A “Summary Sheet” was developed for each of the six zone categories, as well as one overviewing the purpose of the Zoning Bylaw, general regulations and parking regulations. The City’s Engage Portal acted as the landing page for all information about the new draft Zoning Bylaw to support participants who wanted to learn more and share their input.

Online Survey

An online survey was hosted on the Engage Portal to gather feedback on the new draft Zoning Bylaw. The survey provided an opportunity to answer some pointed questions about specific zone details and provide any feedback about the proposed direction. Survey questions also sought input on topics participants are most interested in learning more about and/or participating in more depth in future zoning engagements. The findings from this survey are outlined in the forthcoming sections of this report.

Community Conversations

A series of community conversations were held both online and in-person to gather feedback on the new draft Zoning Bylaw. These events included:

- **Online webinars:** To share information about the new draft Zoning Bylaw, gather insights on a few specific questions and direct people towards other engagement tactics. Presenters delivered a contextual presentation and responded to key audience questions.

- **Online and in-person workshops:** To garner greater levels of insight into the new draft Zoning Bylaw's needs and concerns. Seven sessions were held with public registration, offering structured discussions and activities to collect detailed feedback. Three co-hosted sessions with community organizations were designed to reach specific groups and ensure diverse perspectives were included.
- **Reddit AMA:** To engage a broader audience, including those who may not traditionally participate in municipal engagements. The AMA allowed participants to ask questions directly to City representatives and receive real-time responses, fostering transparency and accessibility.
- **Instagram Q&A:** To engage digitally active audiences through a social media platform. Participants submitted questions via Instagram Stories, and responses were shared to address common concerns and provide information about the new draft Zoning Bylaw.

A mix of in-person and online opportunities were offered to ensure ease of access for participants regardless of physical location in the city.

Communication Tactics

This phase of engagement employed a multifaceted communication strategy to effectively reach and involve participants. The communications tactics used were as follows:

- **Calgary.ca Landing Page:** Utilized as a central information hub for easy access to program details.
- **City of Calgary Engage Portal:** Provided an interactive platform for participants to engage with program information.
- **Social Media Presence:** Leveraged both paid and organic channels on Facebook, Instagram, Instagram Threads, Instagram Stories, Reddit, NextDoor, LinkedIn, and Twitter to share information and encourage participation.
- **Digital Advertising:** Implemented native ads, in-language banners, YouTube clips, TrueViews, and Spotify Audio ads for a diverse and engaging online presence.
- **Out-of-Home Advertising:**
 - Utilized the Pattison CTS network for digital displays at C-train stations, extending the reach to a wider audience
 - Mall digital directories at Chinook Centre
 - Digital spectacular at The Core Shopping Centre
 - BOLD signs at 52 locations throughout the city
- **Radio:**
 - Radio ads through CFFR, CHFM and CFXL channels
 - Deployed translated radio ads through RED FM, CHKF Fairchild and CJWE Windspeaker channels to cater to linguistic diversity in the promotional efforts

2.5 Participation

Overall, feedback was received from over 150 people through online and in-person workshops, and the online engagement page attracted 10,144 visitors, with 615 individuals contributing to the online survey. A detailed breakdown of the participation in these activities is provided below.

Engagement Opportunities	Dates	Numbers
Engage Portal (calgary.ca/citybuilding)		
Engage Portal Page	September 23 – October 22, 2024	10,144 visitors
Online Survey	September 23 – October 22, 2024	615 participants
In-person Events		
Public In-person Workshop – Genesis Centre	Thursday, October 3 204 6:30 – 8:30 pm	10 participants
Public In-person Workshop – Southland Leisure Centre	Saturday, October 5, 2024 2:30 – 4:30 pm	5 participants
Public In-person Workshop – Rocky Ridge YMCA	Tuesday, October 8, 2024 6:30 – 8:30 pm	0 participants
Public In-person Workshop – Scarboro Community Association	Wednesday, October 9, 2024 6:30 – 8:30 pm	6 participants
Public In-person Workshop – Seton YMCA	Thursday, October 10, 2024 6:30 – 8:30 pm	4 participants
More Neighbours / Strong Towns Workshop	Friday, October 18, 2024 6:00 – 8:00 pm	30+ participants
Federation of Calgary Communities Workshop	Saturday, October 19, 2024 9:00 – 12:00 am	60+ participants
Alcove Centre for the Arts Drop-in session		
Online Events		
Public Online Webinar	Wednesday, September 25, 2024 7:00 – 8:00 pm	4 participants
Public Online Webinar	Tuesday, October 1, 2024 12:00 – 1:00 pm	13 participants
Public Online Workshop	Tuesday, October 15, 2024 12:30 – 2:30 pm	11 participants
Public Online Workshop	Thursday, October 17, 2024 6:30 – 8:30 pm	7 participants
Reddit AMA Session	October 17, 2024	87 comments, 29k views

Instagram Q&A	October 7, 14, 2024	25 questions, 10k views
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In addition to the sessions described above, targeted conversations were held with interested party organizations, including BILD Calgary and NAIOP Calgary, resulting in substantial technical feedback from the building and development industry. Additionally, several direct emails were received during the engagement window, providing detailed input from individuals seeking to share further feedback beyond the other available opportunities.

2.6 What we asked

This phase of engagement marked the sharing of the new draft Zoning Bylaw for discussion, provide educational materials to simplify its details, and gather input on its direction and next steps. Participants were asked to share their thoughts on the new draft Zoning Bylaw and the six zone categories (housing, mixed-use, downtown, industrial, commercial, and special-purpose zones), identify key priorities and concerns within each zone category and provide insights on areas requiring further engagement or educational efforts.

The new draft Zoning Bylaw introduced a new zone structure grouped into six categories: housing, mixed-use, commercial, downtown, industrial, and special purpose. These categories formed the foundation of all educational materials and engagement activities. Materials were developed to explain each zone category, and participants were invited to provide feedback on the details of each.

During online and in-person workshops, participants were presented with an overview of the bylaw to enhance understanding and provide opportunities to ask questions. Following these presentations, participants were asked open-ended, high-level questions related to each zone category. These discussions allowed participants to share what aspects of the bylaw excited them and which aspects raised concerns. Insights from these sessions helped the project team identify key areas of participant interest and focus.

Similarly, the online survey was organized into six sections, each corresponding to a zone category. Participants were given an overview of the zone structure and asked targeted questions about its direction, with an open text box for additional feedback.

Section 3

What We Heard



3.0 What We Heard

To align with how questions were structured during this phase of engagement, the "What We Heard" section is divided into seven distinct parts. Each section includes feedback gathered from the online survey and community conversations, which encompass one-on-one interviews, workshops, and co-hosted community events. The seven sections are as follows:

- 3.1 Housing Zones
- 3.2 Mixed Use Zones
- 3.3 Downtown Zones
- 3.4 Industrial Zones
- 3.5 Commercial Zones
- 3.6 Special Purpose Zones
- 3.7 Other Zoning Details

Across all seven sections, two common themes emerged consistently outside of the topic-specific feedback related to the new draft zones. To avoid repetition, these themes are highlighted here before the detailed results. The two common themes are:

- **Opposition to Blanket Rezoning:** Many participants, both in the survey and community conversations, expressed strong opposition to the decision stemming from the Housing Strategy and Rezoning for Housing initiative. There was a clear sentiment that this approach was not the right solution to Calgary's housing challenges and had caused more harm than good in local communities. Many called for a reversal of the decision, advocating for a return to single-family zoning, as the amended base zoning did not align with what Calgarians envisioned for their neighbourhoods.
- **Distrust in the Engagement Process and City Council:** Respondents from both the survey and workshops indicated that they did not feel genuinely heard during the engagement process, believing that their feedback was often disregarded by decision-makers and City Council. Past engagement efforts, particularly the public hearing on rezoning for housing, left some residents feeling that the process was not conducted in good faith and that their input was not meaningfully integrated into decision-making.

3.1 Housing Zones

Online Survey

The proposed Housing zones in the new Zoning Bylaw must balance various priorities. For example, adding more rules to guide building design can lead to a longer and more complex development approval process. With that in mind, please rank the following priorities for new housing development in Calgary.

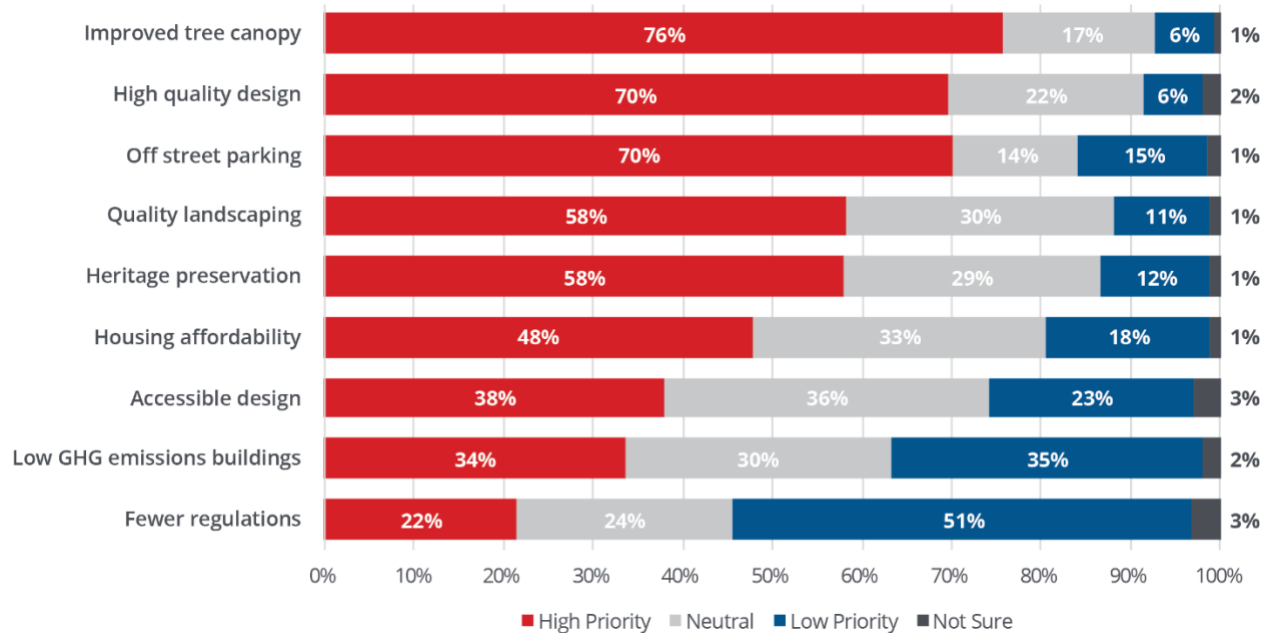


Figure 1: Ranked responses from high priority to low priority of what should be prioritized in new housing developments in Calgary. (n = 630)

Which services would you like to be able to access within a 10 min walk of your home?
(select all that apply)

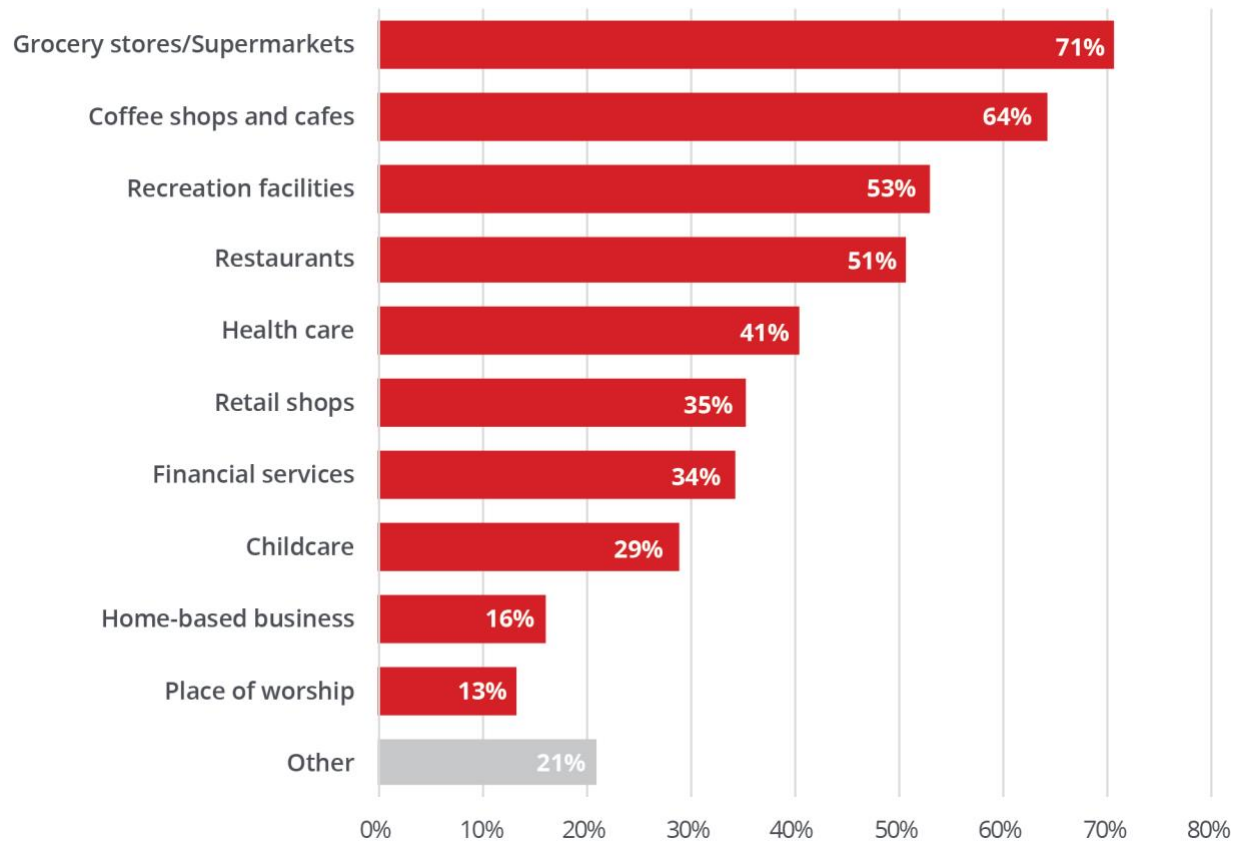


Figure 2: Responses to which services survey respondents would like to be able to access within a 10-minute walk of their home. (n = 580)

Most frequent responses in the ‘Other’ category:

- Parks and open spaces (5%),
- none / residential only (4%),
- public transit (3%),
- schools (2%), and
- playgrounds (1%).

Please provide any comments or suggestions you have about the proposed Housing zones.
If there is any additional information you think would be helpful, let us know.

Detailed Explanation	Sample Comment Quotes
Parking: Many survey respondents expressed concerns about parking in relation to the new zoning structure for housing. Specifically, they opposed	<i>“The proposed zoning does not dedicate enough parking stalls per unit. I am concerned about increased demand for street parking spots which</i>

open-option parking and emphasized the need for more on-site parking with increased housing density. However, a few respondents supported open-option parking and the reduction of parking minimums.

will make for crowded, narrow streets that are neither safe or friendly for pedestrians and cars.”

“We need off street parking! You already can’t drive down residential streets because cars are lining the street on both sides.”

“Please lower the street parking minimums. The city should not be providing private parking to residents.”

Density: Survey respondents shared their views on the proposed new housing zones and the impacts of increased density. Many linked higher density to issues such as insufficient parking, oversized built forms, inadequate infrastructure, poor design quality, and increased congestion. Some called for a maximum density limit per lot to restrict the number of suites allowed. However, other respondents supported greater density, seeing it as necessary and aligned with their vision for their communities.

“Housing density should be correlated with surrounding services (ie higher density housing close to transit and retail/services) with higher emphasis on affordability and accessibility.”

“Please reconsider the established communities with RC-1/RC-2 homes. The proposals to increase density without considering the negative impacts on the current residents is wrong. Have funds been increased for Police, Fire, EMS, Social Services, Schools?? Increased density increase social disorder.”

“If you are increasing density at the City limits you need to increase walkability and access to transit.”

“Maximum dwelling unit density should be spelled out for all residential and mixed- use built forms”

Community Feel: Many respondents expressed a desire to maintain their current communities as they are, voicing concerns that the proposed new housing zone structure would disrupt the existing community feel. They emphasized a preference for quiet, safe, and uncongested neighbourhoods.

“I am 100% against the city’s direction in allowing secondary suites and multi-family units in single family dwelling areas. This will ruin the feel of the neighbourhood and lead to congestion/noise issues. It will put pressure on our existing water supplies. It will reduce vegetative cover.”

“I don’t like the idea of having housing and commercials buildings alongside each other. I feel my community is more safe for my children, pets, and myself when the traffic on my street is only those who live in and around my street. I purchased my home on a quiet residential street purposefully.”

Parks and Trees: Respondents expressed concerns about the impact of higher-density zoning on the preservation and expansion of trees and parks across the city. They are worried that too many mature trees and park spaces are being removed to accommodate new development and emphasized the need to prioritize maintaining these amenities.

“Please stop turning parks into duplexes or condo buildings. We need green spaces!”

“There needs to be something done to protect tree canopy on residential property and not allow a higher lot coverage of buildings and pavement”

“Tearing down old bungalows and cramming in row housing with no tree canopy or landscaping or parking is poor planning. Not planning enough areas for parks and baseball fields etc. but cramming more unaffordable housing in is poor city planning.”

Zone Details: Survey respondents highlighted specific concerns with the proposed new housing structure.

- They felt that supportive housing should remain a discretionary use rather than a permitted one.
- There was a call for stricter height restrictions in H1 and H2 zones within existing neighbourhoods
- A desire for higher quality design standards for new developments.
- Respondents raised concerns that a 3-meter setback is insufficient and does not align with existing community standards, advocating for more contextual setbacks.
- Additionally, some felt the simplified three-zone structure fails to account for all building forms.
- Respondents suggested that secondary suites should be included in density calculations to better reflect total density.

“Supportive Housing such as addiction treatment facilities should NOT be a Permitted Use in current R-CG residential neighbourhoods. Supportive Housing should remain discretionary in the new H1 zoning. [...]”

“The proposed H-1 max building heights and building length are far too high for current RC-1 neighbourhoods, while the proposed rear setback is far too low. [...]. Secondary suites must be included in density calculations.”

“Focus on high quality design and build. Not luxury but good standard materials and design for thing like floorplans, insulation, heating, siding and sound proofing.”

“Front setback should be greater than 3 m for consistency with the existing standards of the community.”

“This is an over simplification for a large city. Come on! 26 > 3 zones will not represent various needs of areas.”

“Secondary suites should be counted toward the number of dwelling units for density purposes. Minimum parking requirements need to be set by the City, not the developer. Maximum dwelling unit density should be spelled out for all residential and mixed- use built forms.”

Community Conversations

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

Themes

Setbacks and Height Concerns: Residents expressed significant concerns about the lack of contextual setbacks and height restrictions in new developments. They emphasized the need to restore setbacks and

height guidelines that align with neighborhood character, protect views, and maintain quality of life in established areas.

Supportive Housing and Equity: Promoting harm reduction and supportive housing, consolidating shelters, and aligning housing regulations to reduce barriers, with a focus on equity and affordable non-market housing.

Zoning Flexibility and Sustainability: Advocating for flexibility in setbacks, adaptive reuse of heritage buildings, and zoning laws that address climate change while enhancing inclusivity and community-oriented uses.

Balancing Density and Neighborhood Character: Addressing the need for increased housing density while preserving established neighborhood character, with consideration for housing design, unit size standards, and family-friendly options

Childcare and Accessibility: Clarifications on discretionary zoning for childcare (e.g., dayhomes), traffic and parking considerations for childcare uses, and calls for clearer, more accessible bylaw materials with visual aids.

Infrastructure and Environmental Concerns: Questions about aging infrastructure in older neighborhoods, managing parking and waste for laneless lots, and addressing risks like vegetation loss, runoff, and flooding from increased density.

Parking: Opinions on parking were mixed. Some respondents supported eliminating parking minimums and adopting open-option parking, while others expressed concerns about these relaxations. They highlighted the need for more on-site parking and advocated for retaining parking minimums.

Affordability and Housing Diversity: Suggestions for rent controls to address the rising cost of living, strong support for secondary suites and aging-in-place options, and calls for clarity in zoning categories (e.g., H1, H2) to ensure diverse and affordable housing options across neighborhoods.

Transit Concerns: Residents raised concerns about increased density and the focus on building around transit. They felt that transit services are unreliable and unsafe, making this approach misaligned with the city's direction.

Green Space and Tree Protection: Feedback emphasizes the importance of preserving the urban tree canopy, stronger landscaping bylaws, setbacks for trees, and ensuring green spaces in dense developments to balance urbanization with environmental considerations.

Balancing Density and Neighborhood Character: Concerns about rapid densification, its impact on established neighborhoods, and calls for better contextual setbacks and height restrictions to maintain community character and protect views.

Development Quality and Community Feel: Frustration over poorly constructed buildings and a desire for higher-quality, sustainable materials in new developments, as well as integrating amenities and pedestrian infrastructure to create vibrant, livable communities.

3.2 Mixed Use Zones

Online Survey

Mixed use developments often have businesses at the ground level and housing above. What types of businesses do you think are compatible with housing in mixed use developments?

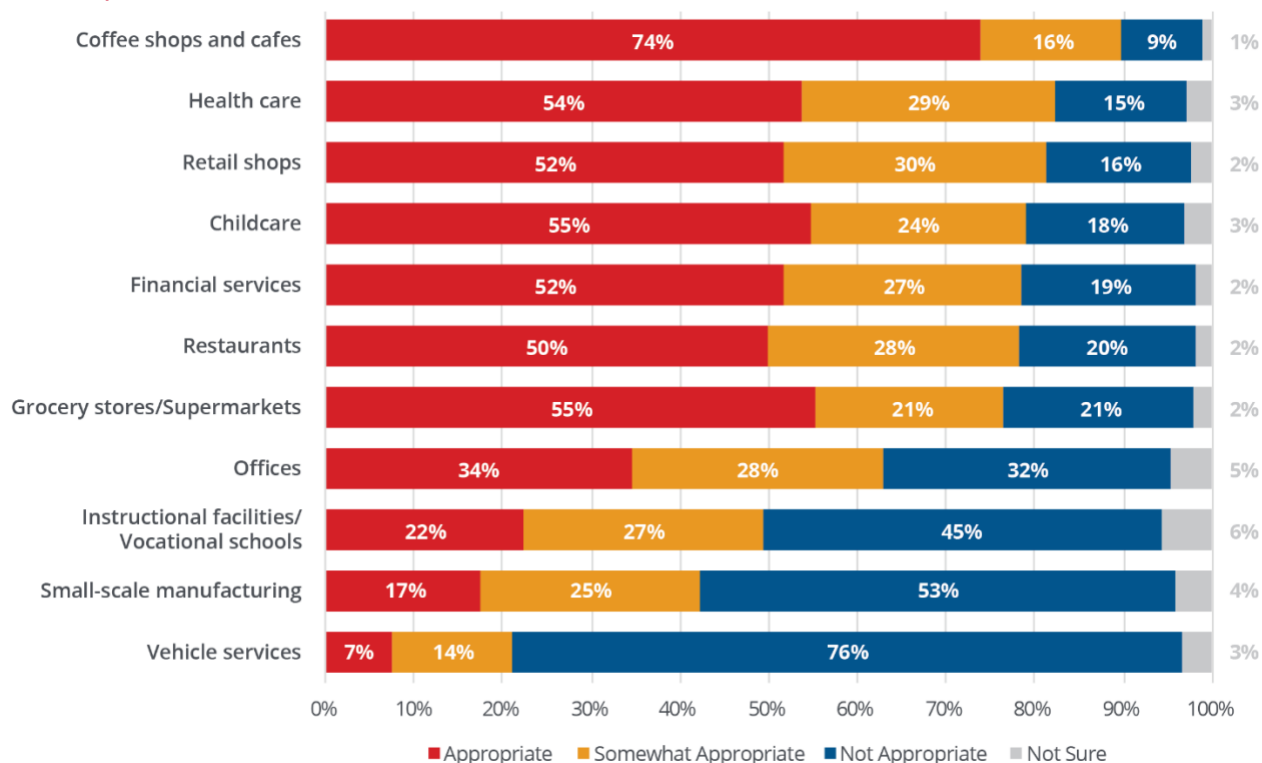


Figure 3: Likert responses to what types of businesses survey respondents think would be compatible with housing in a mixed use area. (n = 618)

Please provide any comments or suggestions you have about the proposed Mixed Use zones. If there is any additional information you think would be helpful, let us know.

Detailed Explanation	Sample Comment Quotes
Traffic and Parking Concerns: Participants expressed significant concerns about the potential for increased traffic and congestion resulting from developments with mixed uses. Many felt that these types of projects often provide inadequate parking, which could negatively impact traffic flow, safety, and noise levels within their communities.	<p><i>“So for all these services, what about parking. Roads that can accommodate the influx of traffic, people bikes. How many more stop lights? What about critical infrastructures water, roads etc. What about parking for residence? Of no parking are you going to start forcing people to pay for parking?”</i></p> <p><i>“Adding commercial to a residential building will cause issues for parking and too much traffic.”</i></p>

Noise Concerns: Respondents shared their desire to maintain minimal noise levels in the proposed mixed-use development areas. Some respondents indicated that late-night businesses such as bars and liquor stores would cause disturbances to residents in mixed-use developments and should not be permitted uses.

“Mixed use should consider noise impacts to the units above and be properly insulated to minimize noise disturbances to the residential units.”

“Businesses that are open late or result in high noise levels are not appropriate...”

Mixed-use Positive Sentiment: Respondents shared optimism about the potential benefits of living in a walkable community and having a range of amenities nearby. Some highlighted that mixed-use development can help to strengthen the sense of community in the proposed areas.

“Mixed use makes stronger communities. I want to use services and businesses nearby rather than travel to big box stores.”

“For the growth of vibrant, diverse, walkable communities within Calgary I am highly for mixed use zoning.”

“Love it, but the regulations are forcing massive buildings. Would be nice if mixed could happen on a smaller scale, like three story.”

Diversity of Businesses: A significant portion of survey respondents highlighted that businesses in mixed-use developments should address a variety of community needs such as coffee shops, small grocery stores, local retailers, fitness centres, drug stores, daycares and more.

“Day cares close to home are important, maybe a small coffee shop, perhaps dentist, doctor and small drug store. Small shops with meals prepared M & M or similar.”

“A focus on businesses that blend with people's needs are best for mixed used residential. For example, people want to get groceries, food, coffee, and so on nearby. They do not necessarily need to get their car repaired nearby.”

“Incentivizing childcare would be sensible so more options are available for families "in-place". Ensuring a range of businesses occupancy is important. We probably have enough liquor stores and cannabis shops in this city...”

Community Conversations

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

Themes

Mixed-Use Development and Accessibility: Strong support for neighborhood stores, childcare close to housing, and mixed-use developments to improve accessibility and local amenities, with calls for more permitted commercial spaces in neighborhoods.

Zoning Flexibility and Clarity: Support for simplified and flexible zoning for diverse housing types and mixed-use zones, along with questions about the differences between MU1, MU2, and MU3, and why street-level retail isn’t required by default in all mixed-use areas.

Tree Canopy and Streetscape Improvements: Advocacy for increasing the tree canopy along streets and enhancing pedestrian infrastructure to improve neighborhood aesthetics and walkability, especially in downtown areas.

Density and Transition: Concerns about minimum density requirements in mixed-use zones, particularly MU-1 without modifiers, and inquiries into how zoning changes (e.g., MU1 to MU2) and incentives like bonusing will encourage growth and sustainable development near the 5A network.

Integration with Infrastructure and Local Plans: Questions about how zoning bylaws align with Calgary's walking and wheeling network, integrate with existing local area plans, and prepare for changes driven by provincial or federal policies.

Infrastructure Costs and Developer Contributions: Concerns about the strain on infrastructure from high-density developments, like towers, and the need for developers to fund necessary upgrades rather than relying on taxpayers.

Livability and Amenities: Questions about how mixed-use developments will ensure livability, particularly in areas lacking amenities like parks and social spaces, and whether sufficient measures are in place to prevent negative impacts from developments like basement suites.

3.3 Downtown Zones

Online Survey

When development occurs downtown, developers make public amenity contributions through density bonusing. Density bonusing allows for additional density on a property when public amenity is provided to offset the impacts of that additional density. Considering the needs of people who live, work, and visit downtown, please rank the following public amenities.

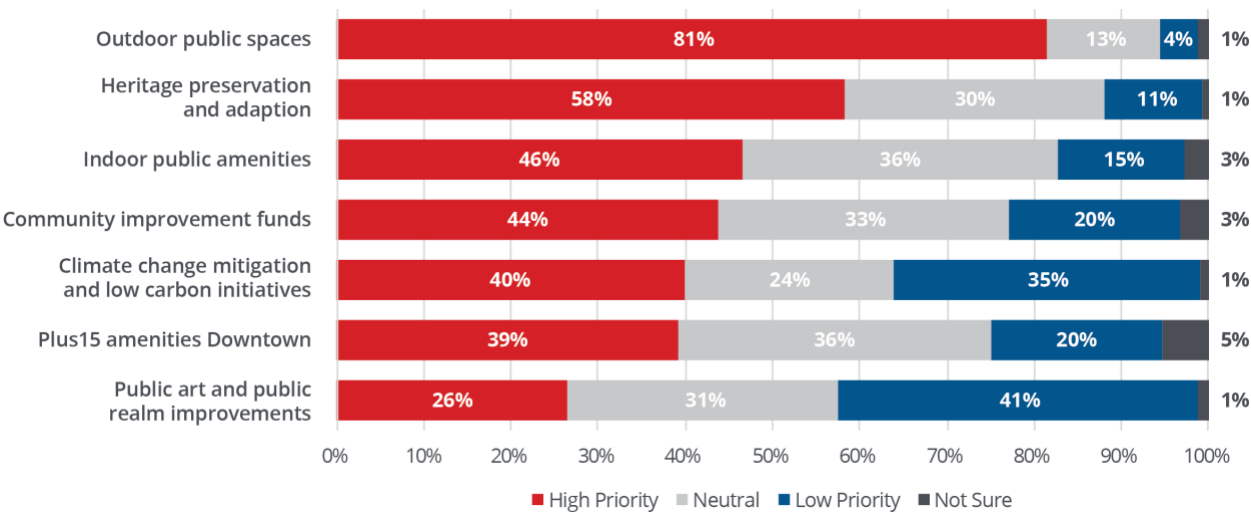


Figure 4: Ranked responses from high priority to low priority of what public amenities should be prioritized in downtown through density bonusing. (n = 617)

Please provide any comments or suggestions you have about the proposed Downtown zones. If there is any additional information you think would be helpful, let us know.

Detailed Explanation	Sample Comment Quotes
Public Art: Many respondents recognized the importance of public art, but highlighted that art cannot be a priority compared to needed infrastructure, housing, and social service. The cost of public art is seen as excessive. When art is commissioned, local, Albertan, and Canadian artists should be prioritized. Murals were highlighted as one of the most successful forms of public art.	<p>“Public art is important, but in a challenging fiscal environment cannot be a priority. Channeling money towards appropriate community services is more urgent priority”</p> <p>“The budget for art should be scaled back (not eliminated) and 100% must be at least Canadian artist but preferably Albertan”</p>
Downtown Safety: Personal safety was frequently cited as a reason respondents don’t live or go downtown due to crime, drug use, and people experiencing homelessness. Ensuring development provides design measures that increase the public safety of parks, open spaces, and entrances	<p>“I rarely go downtown due to not feeling safe. Nothing in your planning adds to the safe feeling factor.”</p> <p>“Downtown requires a strategy to increase a sense of safety and appearance of an inviting clean space for citizens. Currently it does not present this.</p>

downtown. Safety on public transit was also highlighted.

People won't use new amenities if they perceive the area to be unsafe or dirty."

Outdoor Spaces: With increasing density downtown, the importance of parks and outdoor spaces was highlighted as a priority for the recreational and public health benefits they provide. Maintaining and increasing the number of trees downtown was also raised as an important measure to improve outdoor spaces downtown.

"Outdoor public spaces need to be the highest priority. There are not enough and people need space and natural areas, especially when living in high density areas."

"Downtown zones should have sufficient green space for the density projected and to enable outdoor exercise for residents and workers. The green space should accommodate the number of residents reasonably expected to use the space at the same time. This will also mitigate traffic pollution and noise."

Parking: Concerns were raised about the cost and availability of parking downtown. At the same time, surface parking lots are not seen as a valuable use of land, with a preference for affordable underground or street parking.

"Parking is an absolute nightmare most days and times. Please use this to incentivize either street parking or off-street parking at reasonable rates."

"Zoning downtown should discourage the use of surface parking. Valuable land such as this should not be used to park cars and should be used to house people instead."

Street Level Activation: Respondents highlighted the need to improve streetscapes and the public realm to create a vibrant downtown, through retail businesses, walkability, and public amenity. Concerns were raised about investments in the Plus-15, as this brings people away from an active streetscape.

"Greater downtown needs better streets to walk around."

"Please prioritize high quality public spaces—trees, green space, public squares, seating, cafe/restaurant patios, art, bike valets/parking"

Housing Downtown: Downtown was highlighted as a part of the city where increased density is desirable by respondents. Office tower conversions, affordable housing, and amenity space to support increased density were raised as opportunities to increase density.

"My comments for the Downtown zones is that the city should start building here first considering the amount of buildings that remain empty. Downtown should be designed to house a lot of people, but has not been the case in Calgary for quite some time."

"Eliminate density bonusing. We are in a housing crisis and want to revitalize downtown--why is the municipality charging to add density and thereby de-incentivizing these initiatives."

Community Conversations

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

Themes

Bonusing Philosophy and Application: Interest in how downtown density bonuses address affordability and accessibility, with suggestions to expand bonusing to areas near the PTN and 5A network to drive growth and infrastructure improvements.

Challenges with Density Bonusing: Concerns about developers opting for alternatives to affordable housing contributions under density bonusing programs.

Zoning Simplicity and Uptake: Excitement about more straightforward zoning and bonusing processes, along with questions about changes to downtown density bonuses and the uptake of current equivalents like GD-1 versus GD-2.

3.4 Industrial Zones

Online Survey

The proposed new Industrial Flex zone is intended for areas near LRT and BRT stations, allowing a mix of commercial and light industrial uses (for example in areas like Manchester and Greenview). This zone would act as a buffer between more intensive industrial areas and commercial or residential zones. What types of businesses do you think are suitable for industrial areas near major transit stations and routes? (select all that apply)

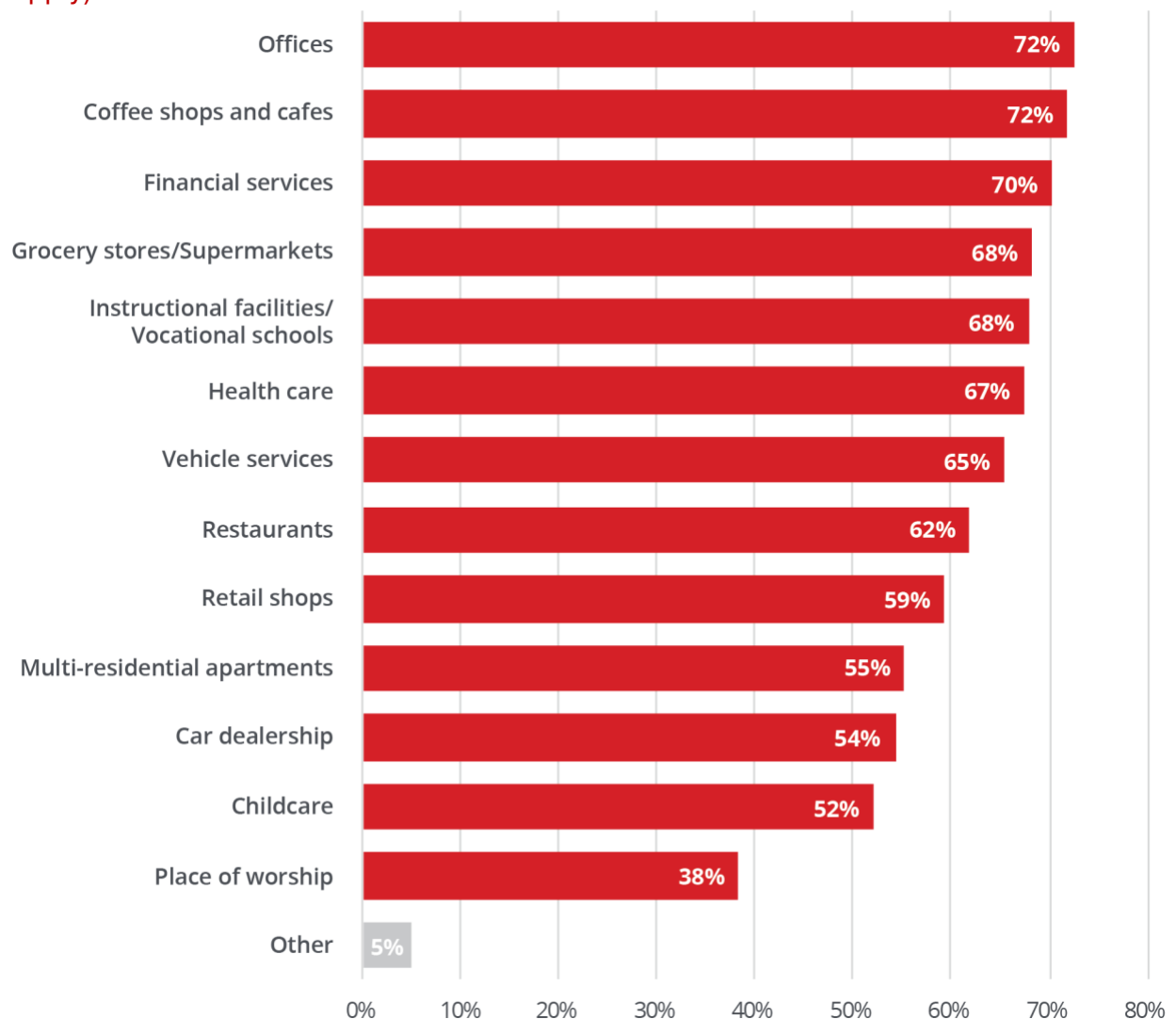


Figure 5: Responses to which types of businesses survey respondents think are suitable in industrial areas near major transit stations and routes. (n = 577)

Most frequent responses in the 'Other' category:

- All businesses should be allowed (1%), and
- None of the above (1%).

Please provide any comments or suggestions you have about the proposed Industrial zones. If there is any additional information you think would be helpful, let us know.

Detailed Explanation	Sample Comment Quotes
<p>Development Around Transit Stations: Many respondents supported transit-oriented development, and allowing for residential development and affordable housing around LRT stations. Respondents noted that commercial and industrial business around LRT stations should be reflective of the population who frequently uses transit, as opposed to uses like car dealerships. Limiting large empty parking lots in proximity to LRT stations was also noted.</p>	<p><i>“Prioritize areas near BRT and LRT stations for people who use those public transit services, not people who drive personal vehicles. Services should be for pedestrians and transit users, and there should be minimal parking and roads should be for delivery access mostly.”</i></p> <p><i>“I think we need more density and commercial development around LRT stations instead of a sea of concrete for car parking.”</i></p>
<p>Residential Uses: Respondents were divided around the idea of mixing residential development with industrial development. A mix of responses were heard to oppose residential development in industrial areas, citing noise and odour concerns, while those in support cited flexibility and the housing crisis. There was also concern around new industrial development in residential areas connected to LRT stations.</p>	<p><i>“Industry needs industrial zones that won’t be subject to conflicting pressures. Some areas of the city are required for otherwise “undesirable” outdoor activity (e.g. sand blasting, auto paint emissions). Most of the suggested uses in the table don’t reflect this need.”</i></p> <p><i>“Be clear on NEAR LRT’s. Residential communities do not need all this? Manchester area yes - 69st Station NO”</i></p> <p><i>“As long as it’s small industrial with not heavy noise 24h and heavy truck traffic, it’s fine to have residential. That said, there must be residential amenities close by, especially grocery and pharmacy”</i></p>
<p>Support a Mix of Uses in Industrial Flex: Some respondents are supportive of a mix of uses as proposed in the Industrial-Flex zone, citing a diversity of uses as a means to increase transit use and rely less on vehicles. Increased flexibility in uses and allowing the market to determine what best fits within these areas.</p>	<p><i>“As someone who works in the Manchester area, I think all of this types of businesses would do fine here and should be considered along transit routes to provide ease of access.”</i></p> <p><i>“Movement of pedestrians and larger vehicles is a key issues when mixing uses like this. I support the mixing of uses in areas like Greenvew and Manchester, but you have to build better mobility infrastructure (often sidewalks / bike lanes don't exist currently) to reduce negative interactions.”</i></p>
<p>Mobility and Circulation: Ensuring infrastructure and uses support pedestrian safety and walkability, through the provision of sidewalks, bike lanes, transit access, and smaller scale uses. Respondants also highlighted the need for proper vehicle circulation to service these areas.</p>	<p><i>“Please include more sidewalks in industrial zones.”</i></p> <p><i>“Uses with smaller footprints that have higher pedestrian traffic volumes.”</i></p>

	<i>"Industrial areas need to be serviced by proper roads."</i>
Parking Infrastructure: Some respondents highlighted the need for available parking to access industrial areas. At the same time, large parking lots in industrial areas are seen as a barrier to walkability.	<i>"Mandatory parking spots available."</i> <i>"Make it easier to walk from a home to the train without having to walk kilometers past parking lots"</i>
Public Safety Near Transit: Some respondents are concerned about the safety of public transit, and the impacts that developing around LRT stations may have on public safety.	<i>"nothing with big parking lots bordering sidewalk between LRT and residential, it is UNSAFE to walk along large empty spaces especially when the business is closed."</i> <i>"First of all, the city needs to clean up around the transit stations, as people do not feel safe in these areas. It is unlikely that people will want to establish a business, work or visit these places until this problem is dealt with."</i>

Community Conversations

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

Themes

Mixed Use Integration in Industrial Zones: Support for integrating industrial and commercial uses, with transition zones improving convenience for workers and recognition of breweries and distilleries, especially near transit.

Improving Interfaces and Activity: Suggestions to soften sharp transitions between industrial and TOD zones (e.g., Quarry Park, Whitehorn) and enhance vibrancy in areas like Greenvue with sidewalks and mixed-use activity.

Beautifying Industrial Areas: Calls for better facades, increased tree canopies, buried overhead power lines, and updated street designs as outlined in the Industrial Cross Section of the Street Manual.

Preservation and Safety Concerns: Emphasis on maintaining industrial land within the city, ensuring safety where industrial and residential uses overlap, and addressing traffic impacts from large transport vehicles.

3.5 Commercial Zones

Online Survey

When visiting a commercial area, what features are important to you? (select all that apply)

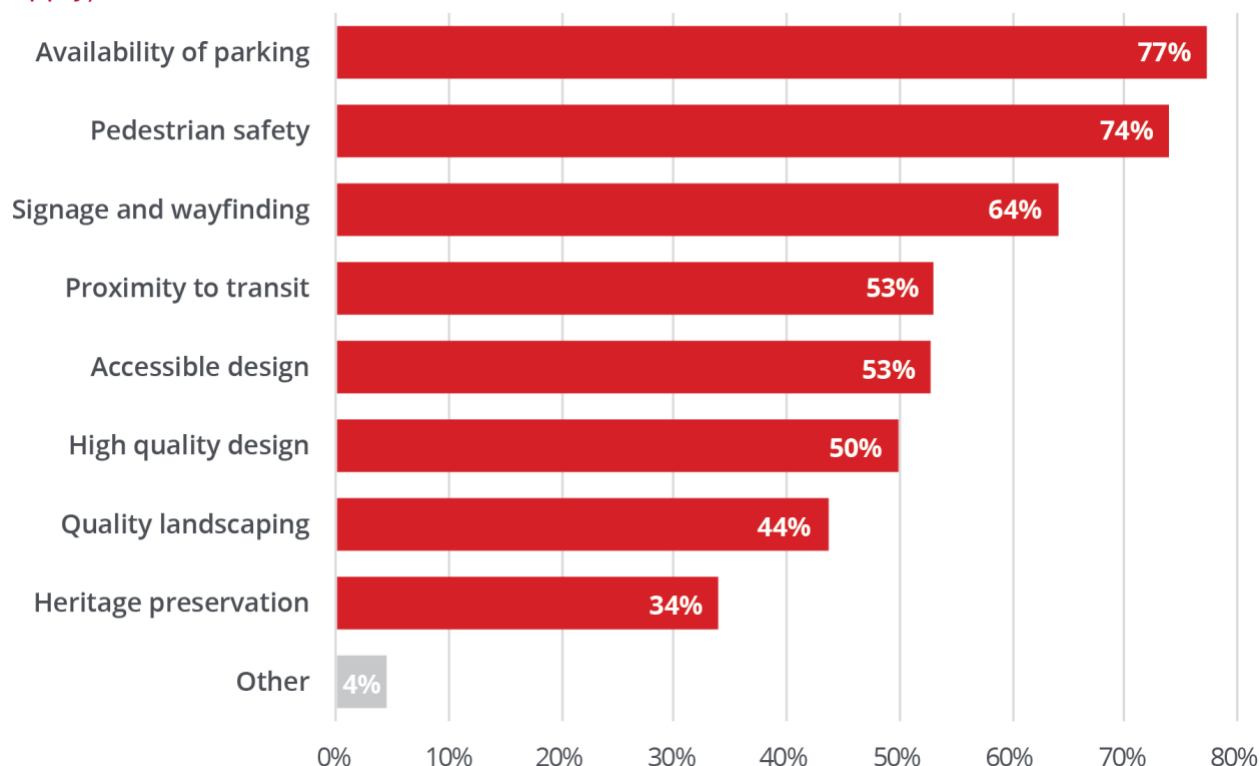


Figure 6: Responses to which features survey respondents think are important for commercial areas. (n = 592)

Most frequent responses in the 'Other' category:

- Protected bicycle lanes and bicycle parking (1%), and
- Cleanliness and safety (1%).

Please provide any comments or suggestions you have about the proposed Commercial zones. If there is any additional information you think would be helpful, let us know.

Detailed Explanation	Sample Comment Quotes
Parking: Many respondents highlighted the need for minimum parking requirements to ensure there is sufficient parking for those who chose to drive. At the same time, large surface parking lots were brought up as a major barrier to walkability, and there was interest in reducing parking to increase the appeal of certain commercial areas.	<i>"Parking is crucial. There should be minimum parking requirements."</i> <i>"If there is no parking or it's difficult to find free parking I will not go to that area."</i>

	<p><i>“Calgary has too many parking lots surrounding areas of interest making it impossible to walk between stores”</i></p>
<p>Pedestrian Friendly and Walkability: Ensuring commercial areas are walkable and pedestrian friendly, through sidewalks, traffic calming, walkable commercial corridors, public seating, and accessibility.</p>	<p><i>“Walkability in these areas should be a priority. Many commercial spaces prioritize car access, which makes it hazardous for pedestrians. Having limits on cars (like Stephen Ave) would be helpful and make the space safer. Also, widen curbs!!”</i></p> <p><i>“Commercial areas should incorporate better walking connections among external store fronts and traffic crossings and transit stops.”</i></p>
<p>Vehicle Circulation: Respondents highlighted thoughtful street design, wayfinding, and access for vehicle circulation to reduce congestion and ensure people can drive to commercial zones.</p>	<p><i>“There are some poorly designed commercial areas with difficulties, bottlenecks getting in/out . Flow of traffic important”</i></p> <p><i>“Avoiding these big box mall parks with a single entry or exit or main road is key. Having multiple points of entry into major areas of these large commercial parks- and in the right location, will improve appeal of area”</i></p>
<p>Transit Proximity and Integration: Ensuring commercial zones are served by transit connectivity to the rest of the city, and transit is thoughtfully integrated into the design of commercial zones.</p>	<p><i>“Transit needs to be purposefully integrated into the commercial zone. By this I mean things like an LRT station INSIDE the mall itself, or a bus that stops right at the front doors of a big supermarket, not at the far edge of the parking lot on the other side of a busy road 1km away.”</i></p> <p><i>“Public transport should serve these zones.”</i></p>
<p>Housing: Respondents provided mixed feedback with respect to integrating more housing in commercial zones. While some respondents supported the proximity of housing to commercial areas citing 17th Ave SW and 10th Street NW, concerns were raised around certain commercial uses, infrastructure, and quality of space.</p>	<p><i>“I like the idea of additional housing added to commercial and industrial areas, rather destroying the beautiful residential communities that we have.”</i></p> <p><i>“Again, with mixed commercial and residential or changing a commercial zone to residential care is needed. E.g. if the soil and or groundwater was previously “contaminated”</i></p>
<p>Bicycle Infrastructure: Ensuring the provision of bicycle infrastructure (parking, and protected lanes) to access commercial areas.</p>	<p><i>“Accessible by bike. Including bike racks in highly trafficked/visible locations.”</i></p> <p><i>“Protected bike lanes or pathways should provide direct access to shops and businesses within the development and connect to the wider 5A cycling (or wheeling) network”</i></p>

Community Conversations

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

Themes

Mixed Use Integration in Industrial Zones: Support for integrating industrial and commercial uses, with transition zones improving convenience for workers and recognition of breweries and distilleries, especially near transit.

Improving Interfaces and Activity: Suggestions to soften sharp transitions between industrial and TOD zones (e.g., Quarry Park, Whitehorn) and enhance vibrancy in areas like Greenview with sidewalks and mixed-use activity.

Beautifying Industrial Areas: Calls for better facades, increased tree canopies, buried overhead power lines, and updated street designs as outlined in the Industrial Cross Section of the Street Manual.

Preservation and Safety Concerns: Emphasis on maintaining industrial land within the city, ensuring safety where industrial and residential uses overlap, and addressing traffic impacts from large transport vehicles.

3.6 Special Purpose Zones

Online Survey

The new Zoning Bylaw introduces a Special Purpose zone for mixed use civic developments, aiming to increase housing supply and options across the city while making more efficient use of City-owned land. Which civic uses do you think would be compatible with housing options? (select all that apply)

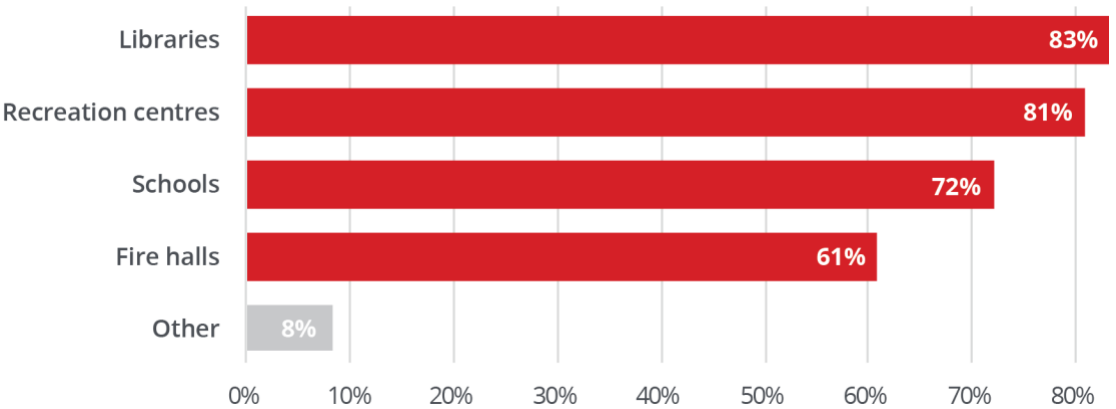


Figure 7: Responses to which civic uses survey respondents think would be compatible with housing options. (n = 568)

Most frequent responses in the ‘Other’ category:

- Preserve parks and open spaces (2%),
- None of the above (2%), and
- Community centres (2%).

Please provide any comments or suggestions you have about the proposed Special Purpose zones. If there is any additional information you think would be helpful, let us know.

Detailed Explanation	Sample Comment Quotes
Protecting Parks and Open Space: Many respondents want to ensure parks and open spaces are protected in Special Purpose Zones, with concerns around the City selling municipal land and building on parks, open spaces, and natural areas.	<i>“A slippery slope introducing residential uses into traditional park space. Should not be an option where current parks / pop density ratio is below min threshold.”</i> <i>“My comments for the Special Purpose zones is that housing does not belong in nature spaces. The current rezoning bylaw has destroyed a lot of these “special purpose zones,” so I don’t see how a new bylaw is going to protect nature.”</i>
Support Mix of Uses: Supportive of a mix of uses in Special Purpose Zones. Specific opportunities highlighted include building affordable housing, and	<i>“Not sure if this is the same thing, but I do really love Dale Hodges Park being both a public space_and_watershed infrastructure. I feel like there’s a world</i>

housing on police stations, and Calgary Transit Park and Ride facilities.

where you could have beautiful residential + library building courtyards that are also public parks, etc.”

“Transit park and rides ideally suited for mixed residential and light commercial. Some parks considered for fringe row housing development, but only for affordable housing such as co-ops, etc.”

Schools: Respondents are supportive of no residential development on school sites. Preserving open space on school sites was mentioned as an important consideration. Separating schools from public parks in the S-PS zone was also highlighted due to the diversity of uses.

“I do not support lumping park space with schools. School grounds are NOT the same as parks and allow limited use during specific times. Parks are open to all throughout the year. and allow for varied recreational experiences, both passive and active. Parks should NEVER be sold.”

“Schools are NOT compatible with housing, students deserve dedicated space for schools with playground and play fields. DO NOT build residential on school sites.”

Fire Hall Noise Concern: Concerns around noise and air pollution tied to developing housing on mixed use fire hall sites.

“Fire hall house combos might have noise problems, as well as potential air quality issues.”

Oppose Housing in Special Purpose Zones: Some respondents are not supportive of the City developing housing in Special Purpose Zones.

“Don’t put housing on any of these city properties, this sets a bad precedent that will become a lever for future governments to pull in a “crisis”.

“I don’t support mixed use civic development”

Providing Appropriate Amenity to Density: Ensuring that increased density in communities is paired with appropriate amenity spaces (parks, open space, civic buildings, etc.) to support growth.

“Land use changes should require additional green spaces like parks and playgrounds. The City needs to be prepared to have or provide additional facilities to accommodate addition people in these areas.”

“Great idea to use civic land for affordable housing, amenities must be close . Perhaps a school building that provides both housing and re-purposed if either school or housing increases/decrease.”

Community Conversations

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

Themes

Housing and Community Development: Support for the inclusion of housing in special-purpose districts, particularly for non-market developers, with a focus on fostering community-oriented development. Calls

for clearer definitions of housing on civic lands and consideration of potential implications for homeowners. Emphasis on increasing housing near green spaces and community facilities to create vibrant, accessible neighborhoods.

Green Space and Open Space Access: Strong desire to maintain and enhance accessible green spaces and natural trails for physical and mental well-being. Concerns raised about the preservation of passive green space in urban areas, with calls for better integration of these spaces into zoning plans to ensure they remain available to the public.

Infrastructure Coordination: Calls for better coordination between city zoning plans and provincial infrastructure, including schools, hospitals, and transit systems. Emphasis on the need for alignment between city and provincial planning to ensure efficient and integrated services across jurisdictions, as well as collaboration with neighboring municipalities.

Amenities and Livability: Concern about ensuring adequate amenities, such as libraries, pools, and green spaces, are preserved and accessible as communities grow denser. Strong desire for assurances that these public resources will not be overwhelmed or lost amid increasing development, to maintain livable and vibrant neighborhoods.

Parking, Traffic, and Landscaping: Concerns about traffic and parking management, particularly near community facilities like recreation centers and schools. Suggestions to improve landscaping, such as increasing tree canopy targets for school sites and public areas, as well as addressing parking issues to ensure safe and accessible environments for all residents.

3.7 Other Zoning Details

Online Survey

To align with the City’s Climate Strategy and encourage the construction of environmentally friendly buildings, the draft bylaw includes several green building incentives. Please indicate to what extent the following options should be prioritized for helping Calgary achieve its climate goals.

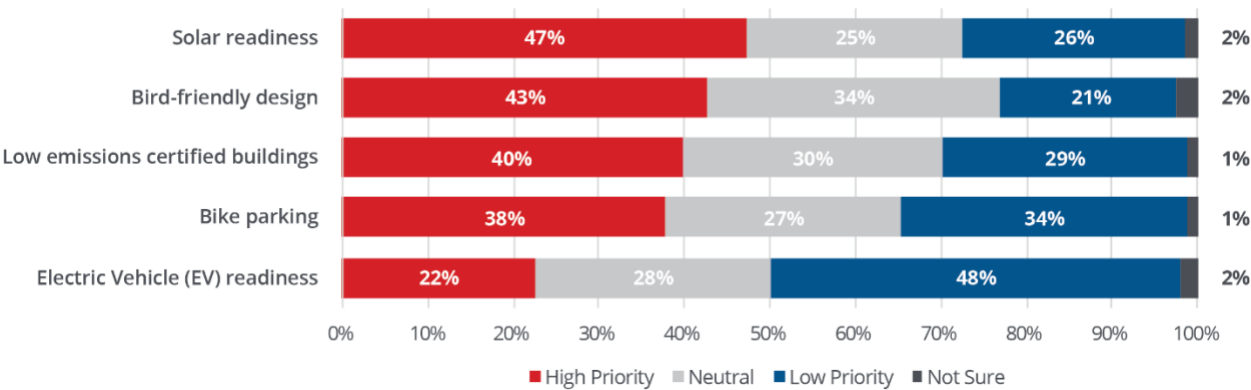


Figure 8: Ranked responses from high priority to low priority of what green building initiatives should be prioritized in the Zoning Bylaw to help Calgary achieve its climate goals. (n = 627)

Allowing parking to be based on market demand, rather than requiring a minimum, typically results in less parking in dense, transit-served areas. This can free up more space for housing and encourage lower greenhouse gas emissions by promoting alternative modes of transportation. However, it can also make it harder to find parking on public streets. Which outcome do you think the City should prioritize?

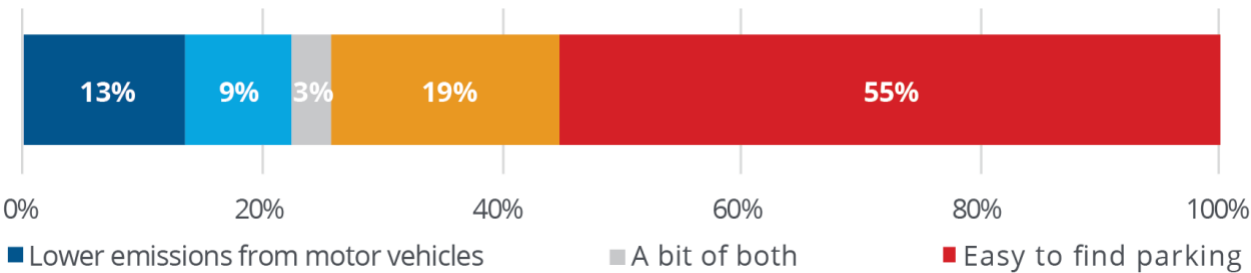


Figure 9: Likert responses to which outcome should be prioritized in the Zoning Bylaw. (n = 519)

Is there anything else you would like to share about the proposed direction of the new Zoning Bylaw or anything you would like to explore in more detail through future engagement?

Detailed Explanation	Sample Comment Quotes
Parking: The provision of minimum parking spaces was the most frequently raised topic. Many	<i>“Changing parking requirements to established areas is less acceptable then creating new areas</i>

respondents oppose Open-option parking in residential areas, citing a lack of transit options make owning a vehicle a requirement, and owning a vehicle is a reality of living in Calgary. Respondents who supported the removal of parking minimums cited affordability, quality of life, transit-oriented development, and environmental impacts. Improved communication around the tradeoffs of minimum parking requirements that goes beyond greenhouse gas emissions was also noted.

with less parking, near transit that people know what they are getting when purchasing.”

“Open option parking is critical to the success and future growth of our city.”

“I don't think the question above appropriately framed everything that is given up when we prioritize parking. It isn't just easy parking vs emissions. It is easy parking vs multi mode of transport vs walkable neighborhoods, noise pollution, air pollution, affordable developments, etc. Etc.”

Improved Public Transit: In order to accommodate density and reduced parking requirements, improvements are required to the safety, reliability, and availability of public transit throughout the city as a viable means of transportation.

“Public transit must be prioritized to support increased density. It must be viable for people to get around without a vehicle. While this is not a zoning issue, it will influence the potential success of rezoning implementation.”

Housing: Housing remains a complex issue, with a diversity of issues raised, from support for increased density and affordable housing, to opposition to blanket rezoning and maximum dwelling densities, to a holistic approach to growth. Landscaping and set backs, transit oriented development, and secondary suites counting towards density were other issues raised during the engagement.

“I think this is all about density. In my neighbourhood we are destroying older homes providing affordable housing along with the tree canopy. More buildings equals more roof and hence a hotter City. We need an all encompassing vision for the City, this a knee jerk reaction to federal funding.”

“I am in support of affordable housing and densification but only in certain areas. The city needs to maintain a balance of both denser housing AND single family home districts. Mixing the two when the districts were not originally planned to do so will put a strain on the roads that are there.”

Bicycle Infrastructure: Many respondents supported the proposed increase in bicycle parking, but raised concerns around security of bicycles, and the provision of secure bike cages and facilities. There was also general support for bike infrastructure, and increased separated bike lanes.

“Please look beyond bike parking as a bike rack. Bikers who spend lots of time on a bike also invest in their bikes. Storage has to be safe and a bike rack is not in Calgary.”

EV Charging: Respondents raised concerns around electric vehicle charging requirements, and are skeptical about the increased costs of mandating EV charging stations with the uncertainty and rapid pace of technology advancements.

“Future EVs will have a much longer range, making charging at the office unnecessary. Investing in such infrastructure would be extremely wasteful, both environmentally and financially.”

“If there is a requirement for EV charger readiness in parking stalls, Level 1 is enough.”

Parks and Trees: Respondents expressed concerns about the impact of higher-density zoning on the preservation and expansion of trees and parks

“Again, Parks and/or other passive public open green space must NOT be sold off and redeveloped to buildings. Calgary is seeing the loss of green

across the city. Increased protections for existing trees, and increased tree planting requirements for new developments were cited as potential solutions.

space at an alarming rate. Where will the new 'densified' people go to enjoy the outdoors when all the public open-air green space is sold off?"

"Requiring green spaces and the planting of trees and gardens when these have been destroyed by densification mandates. This should apply to all zoning categories. All development should require an infrastructure analysis to see whether the infrastructure needs can support the development."

Community Conversations

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

Themes

Community Engagement and Influence: A strong desire for more meaningful community involvement in zoning decisions. Residents seek better access to developers' studies, more influence over discretionary zoning requests, and greater opportunities for feedback on land use applications. Concerns that community voices, especially through Community Associations (CAs), are often overlooked.

Transit-Oriented Development (TOD) and Density: Requests for clarification on TOD zones, including density, height modifiers, and building requirements based on proximity to transit. Concerns around how TOD is implemented and whether it adequately serves communities, not just transit stations. Calls for better integration of transportation, healthcare, and education with increased density.

Zoning Bylaws and Process Reforms: Advocates for simplifying zoning by creating fewer districts, reducing complexity, and streamlining application processes to reduce timelines. Discussions around potential reforms in setback regulations and zoning bylaws to make development more efficient and accessible.

Parking and Transportation Solutions: Debate over parking requirements, with some calling for flexible parking solutions aligned with modern TOD principles. Questions around the effectiveness of open-option parking and whether mandatory bike parking stalls are practical, given Calgary's climate. Concerns about safety in bike lanes and public transit, especially around reliability and security.

Transparency and Communication: A call for more transparency in how zoning changes are communicated to the public, particularly regarding how feedback is incorporated and how changes align with Local Area Plans (LAPs). Community members want more clarity on the relationship between zoning and development permits.

Community Identity and Development Impact: Recognition that community identity is often tied to emotional connections, not just the physical built environment. Calls for more sensitivity to community aesthetics, particularly in terms of building height modifiers, setback rules, and the potential impact of development on local character.

Long-Term Planning and Governance: Concerns about the continuity of zoning changes, particularly following the 2025 election and the potential shift in council priorities. Questions about how zoning reforms will be sustained and whether future governance will maintain focus on long-term planning.

Zoning vs. Development Permits (DPs): Confusion exists around how zoning and development permits interact, with many residents seeking greater integration between the two processes. There's frustration that DPs often lack community input, especially on discretionary uses like daycare facilities, which are seen as critical for meeting evolving community needs.

Developer Influence and Profit Motive: Skepticism about developers' motivations, with concerns that profit-driven interests may overshadow community well-being. Residents want stronger regulations to ensure that developments prioritize quality of life and community needs over maximizing developer profits.

Environmental Sustainability and Landscaping: Concerns about the challenges of increasing tree canopy while dealing with water scarcity. Calls for better dialogue between urban development, climate strategy, and landscaping practices to ensure the city's environmental goals align with development plans.

Section 5

Next Steps



4.0 Next Steps

What's next for the Zoning Bylaw?

The online survey included questions about future engagement with the new draft Zoning Bylaw. Respondents were asked to specify topics of interest and their preferred methods for providing input. These responses will be used to plan future engagement opportunities, allowing for more targeted and effective feedback on the new draft Zoning Bylaw. Responses are as follows:

Which of the following topics in the new Zoning Bylaw would you like to explore in more detail through future engagement?

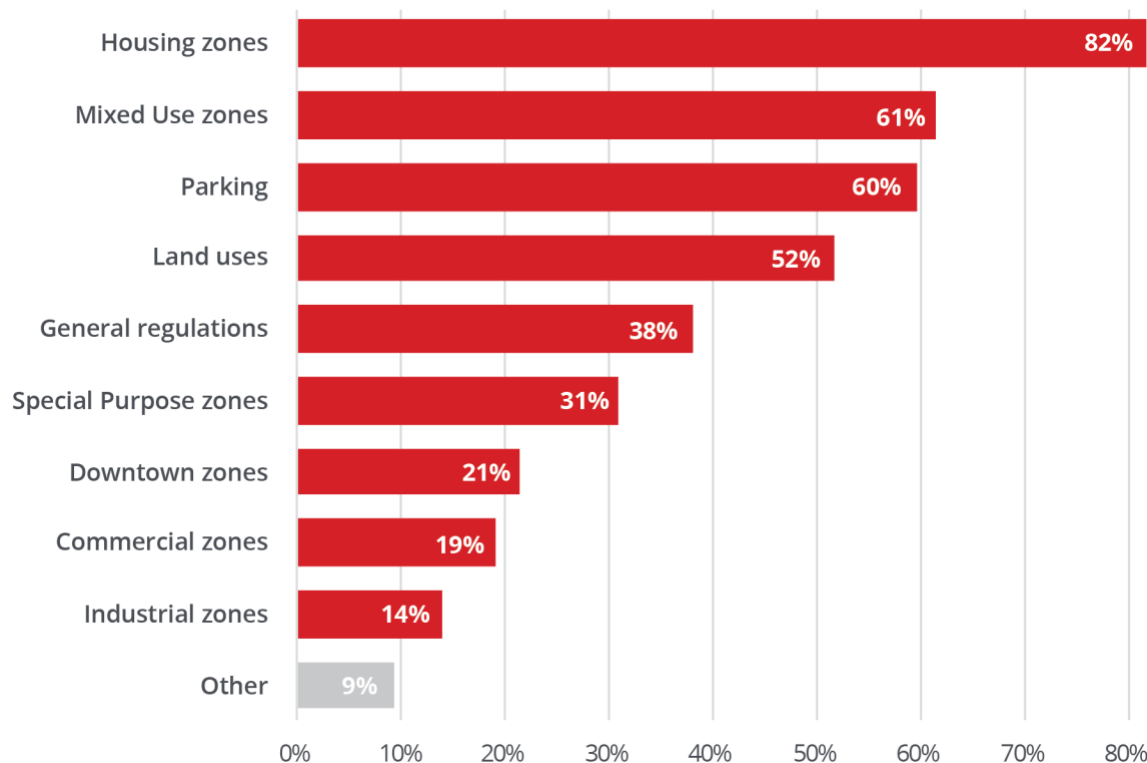


Figure 10: Responses from survey respondents about which of the Zoning Bylaw topics they would like to explore in further detail through future engagement. (n = 521)

How would you like to learn more and provide input on the new Zoning Bylaw in the future?

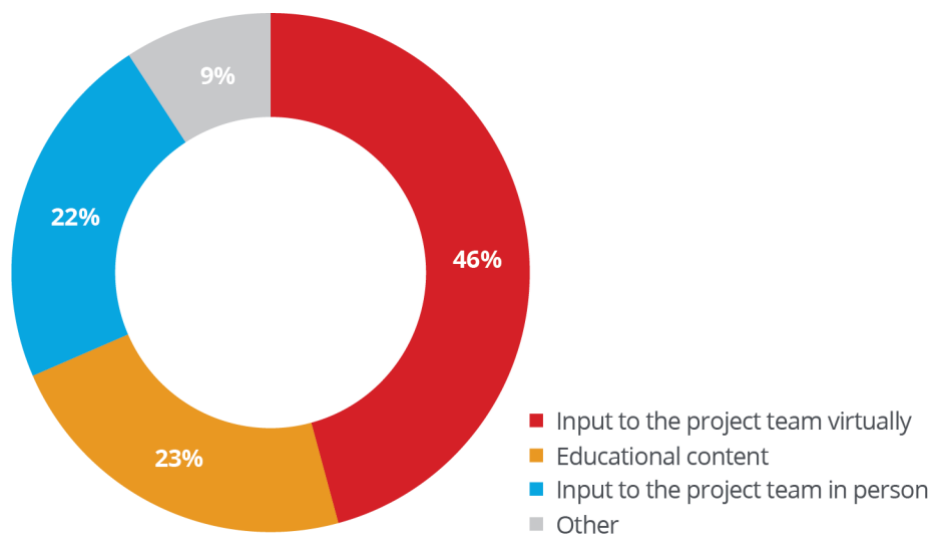


Figure 11: Responses from survey respondents about how they would like to learn more and provide input on the new Zoning Bylaw in the future. (n = 511)

Based on the feedback we received from Calgarians, we will be taking time to dive into the details on key topics to better understand concerns that have been shared and opportunities to improve the next draft.

Phase 5 public engagement is anticipated for Spring 2025 to share progress and seek input to evolve the next draft of the new Zoning Bylaw and discuss connections to the Calgary Plan. Phase 6 is planned for early 2026, to share the next draft of the Zoning Bylaw for feedback from all Calgarians.

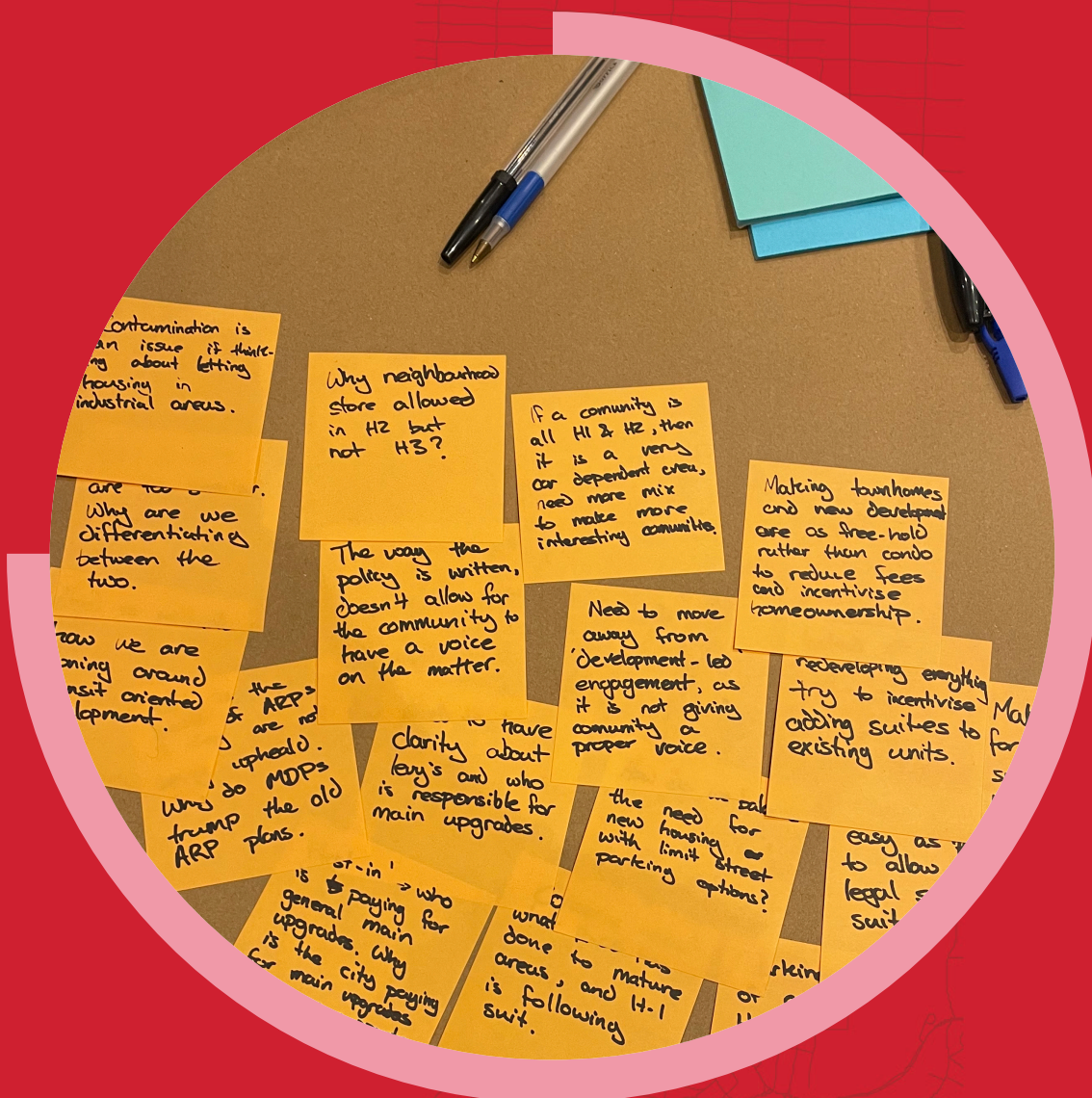
What's next for the Calgary Plan and City Building Program?

The Calgary Plan was deferred at Infrastructure and Planning Committee to Q2 2026 when Administration will have the opportunity to present the Plan, and any updates arising from further work. Through 2025, the Calgary Plan team is working on implementation of policy through the new Zoning Bylaw, supporting policy interpretation, implementation and further policy testing.

As we engage Calgarians on the new Zoning Bylaw, any feedback that highlights the need to adjust the Calgary Plan will be considered to ensure our citywide plans and tools work together seamlessly. Proposed amendments will be brought to Council in 2026.

Appendix A

Demographics



Appendix A – Demographics

Please select any of the following that apply to you:

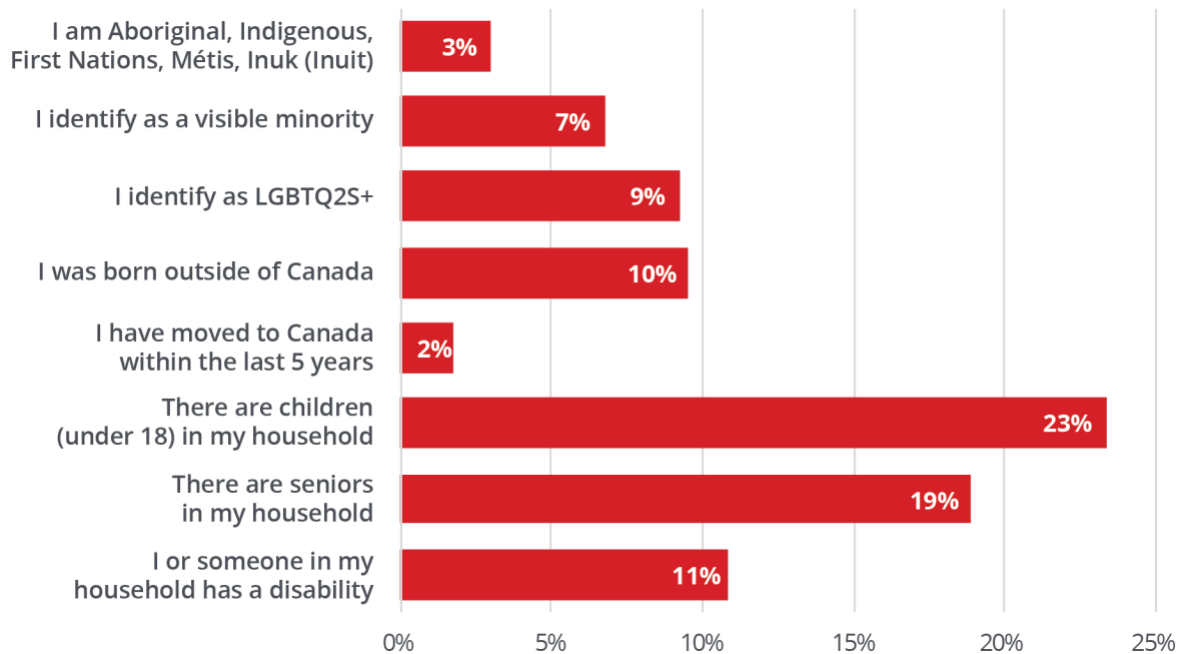


Figure 12: Response to demographic question asking if any of these options apply to the respondent.

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

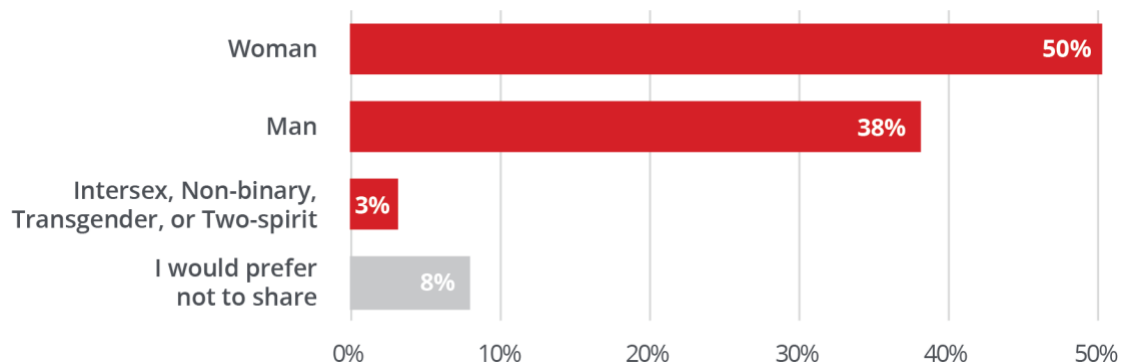


Figure 13: Response to demographic question asking the gender identity of the respondent.

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

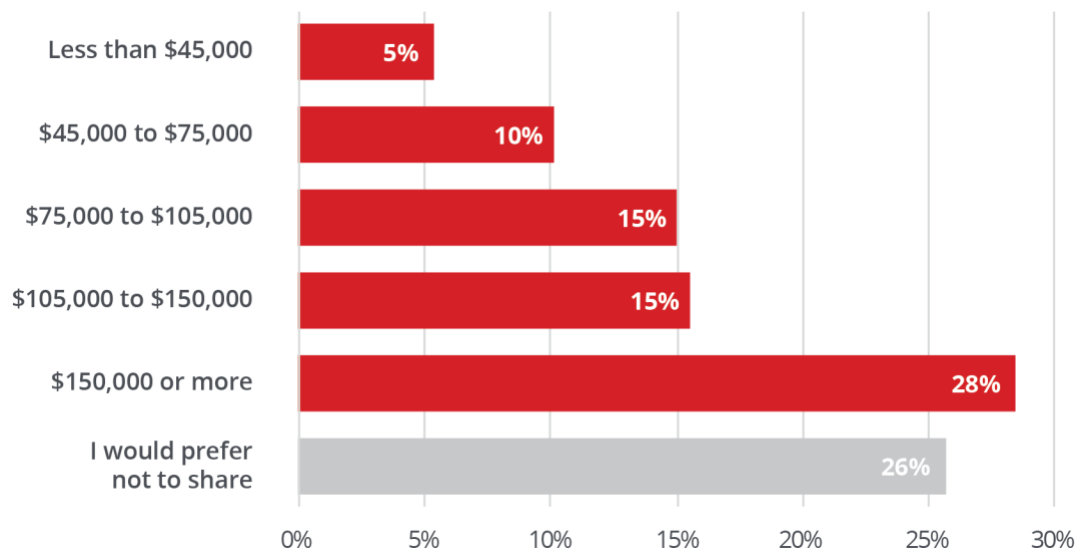


Figure 14: Response to demographic question asking the household income of the respondent.

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

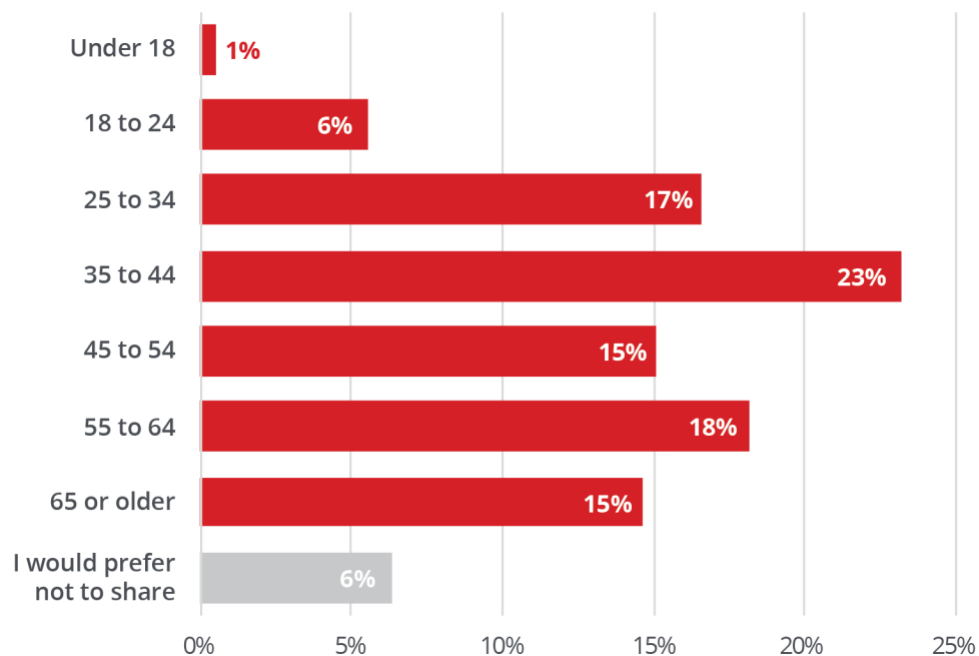


Figure 15: Response to demographic question asking the age of the respondent.

Location – Please let us know where you live.

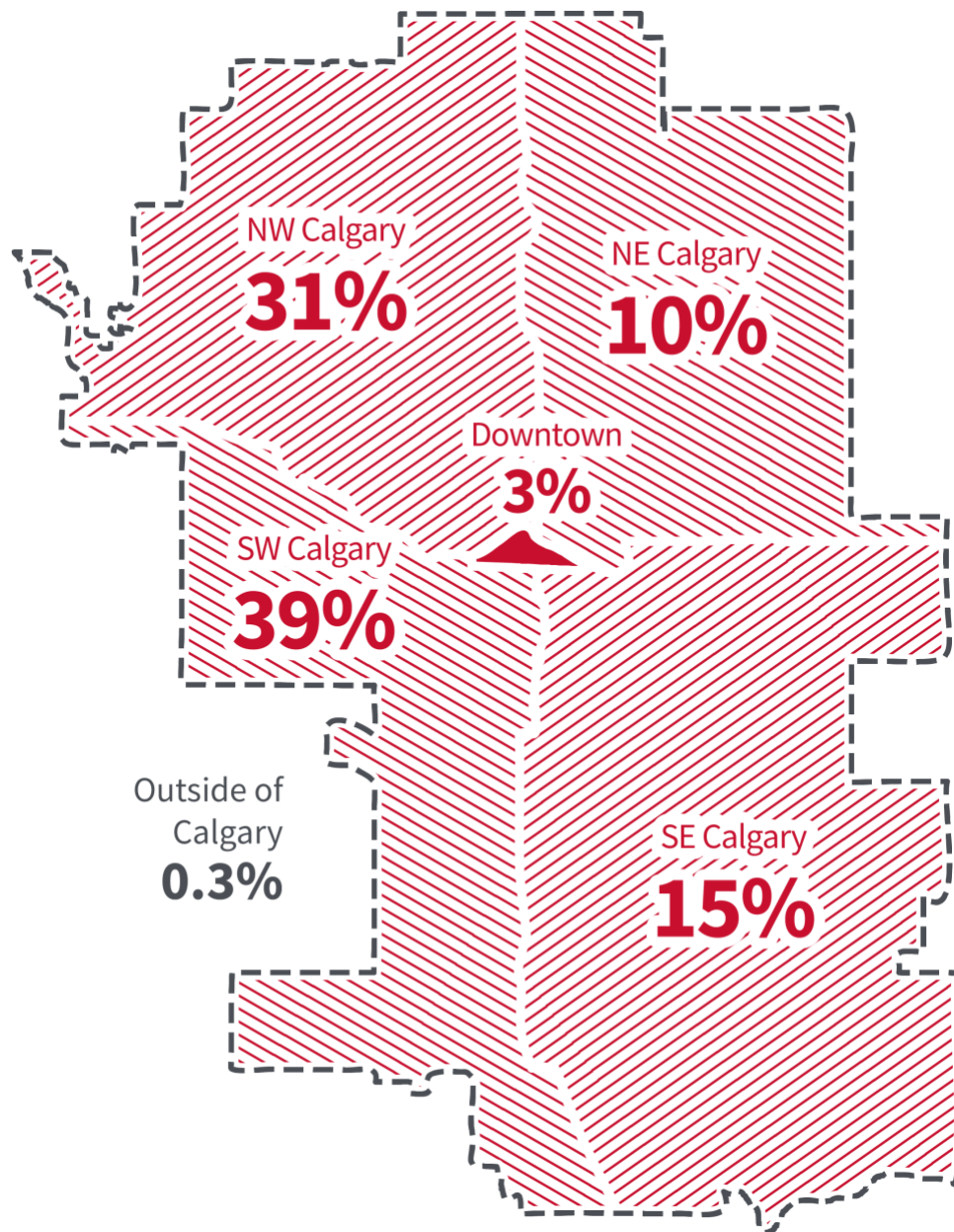


Figure 16: Response to demographic question asking where the respondent lives.

Appendix B – 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.