Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online through the engagement described in this report.

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 submitted comments are presented verbatim, as they were received. No other edits to the feedback have been made - as a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

Engage Portal comments

Key Ideas

We asked: Which of the key ideas resonate most with you? Options were:

- Protecting, Connecting, and Integrating Natural Spaces
- Building Around Transit
- Connecting Mobility Networks
- Creating Walkable, mixed-use, neighbourhoods
- Increasing Housing Choice and Supply

We also asked: Why? Are there any actions missing?

We received the following feedback:

Accessibility of communities and areas that make sure that can be accessed by people with disabilities.
the lack of multi-use pathways adjacent major thoroughfares connecting East Calgary shows how neglected the area really is. Ya'll ever seen kooks on bicycles riding up and down 32nd Ave and 52nd Str IN THE MIDDLE OF THE ROAD!!??!? there are many places where the sidewalks just END..
We need to build up and make more walkable neighborhoods and have better transit to help reduce cars in the city.
Tried to narrow it down, but I really love all of these. If I had to make one of them top of the list, it'd be building around transit. We have some great transit already and would benefit from TODs along all our rapid transit stations (with some increased frequency and BRT quality on the MAX lines, please!).

Respecting residents in this entire process. We are taxpayers & have large investments in our homes. You need limits on how many homes you demolish in this process as bulldozing of 10s of thousands of older homes (which are probably far better built) will increase our GHGs astronomically. Where is the language around upgrading existing properties?
More space required for street tree planting The city will NEVER meet tree canopy goals, there are too many competing/conflicting policies.ie Relaxations for building setbacks reduce large tree planting opportunities. Don't remove large existing trees for main streets projects
this is agenda 2030 with in which your gaoing to fail
Make downtown and transit safer
Canceling the Flames arena deal
public safety is a big miss by this city council
Moving away from car-centricity towards a denser, more energy efficient and vibrant urban environment. More mixed use neighbourhoods that are easy to get to for all (those who can't or choose not to invest in a car). Prioritizing decarbonized and social ways of getting around. Every house has front/back yard providing access to nature...
downtown as commercial hub may take a decade to recover from oil / gas price shocks and low office occupancy, and work from home. Assume the current level of downtown commercial activity remains the same, and plan city revenue around that. Marda Loop, Kensington, Beltline are walkable; I don't see how discovery ridge/tuscany legacy will get to walk
Free community gardens for everyone. Could be used to teach and educate people on growing food, and self suffiency provide fresh food for free as cost of groceries rises, and help beautify the area while providing an ecosystem for insects and animals.
Housing affordability (not choice). Business competitive advantage (not just downtown)-- vs. Calgary region and other area
No rezoning just zone accordingly in new areas
Get people back onto bike paths, and get rid of stupid bike lanes. Ditch the entire sustainable cities agenda!
Financial responsibility. Your question is "given unlimited taxpayer dollars, what should we spend them on?
EV charging infrastructure
I love these ones because it spreads the benefits across the city. As much as I love downtown, I'd love to see more amenities, like what can be found in downtown, in other areas of the city. Having arts centres elsewhere (like Currie, Livingston, or Seton) for example could be great!
Add affordable housing rather than blanket rezoning to R-CG.

Urban growth boundary for the city - Directing 100% of growth to existing urban areas, as opposed to continued sprawl, greenfield development, and annexation.
We need to increase density, to minimize sprawl, build an inclusive and more affordable city and neighbourhoods, and do our best to minimize environmental impacts. best
Recreation access and facilities, and culture - opportunities to see arts and culture in your communities
Consider creating a Secondary School in one of the under utilized downtown office towers.
Being able to walk more to amenities such as transit and shops will benefit the environment and make neighborhoods more vibrant and connected.
Respecting and prioritizing the wishes of current residents. Decreasing crime and filth. Prioritizing safety. Stopping council from carrying out bs engagements when they have no intention of altering their plans.
Safety is missing. I want to be able to walk or take the bus and not have to worry about drug riddled homeless people etc.
More housing. I do not care about sprawl or transit connections. Look if you let developers build new areas without say bus routes that will take pressure off building and reduce costs. You will also be able to focus on current development.
Too many action shows you don’t know how to prioritize
Build housing more densely which will lend itself to greater vibrancy and economic activity as more people live in an area.
The city is taking away an amazing sports facility - Wildrose MX Park - for a road and a bus barn. The city seems to pride itself on having world class facilities and you will be taking this one away. Its so much more than just a 'dirtbike' track to so many people. Please re-consider.
Recreation facilities
Wildrose mx park is a business.. you build your bus station around it or not at there facility please. We all need a spot to ride… families get together there everyweekend rain, snow, or sunshine… it’s a local spot we can camp and ride with our friends and aswell make a name for ourselves by behind involved in the community please don’t take
Where are safety and affordability?
These are all positive and strategic key ideas. Mobility networks will be key to alleviating traffic and giving Calgarians safe, alternative, and active mobility options.
Safety is a big component that has elements in each theme, but should be front and centre
With a growing city, we absolutely need to increase housing choice and supply, and ensure connectivity within the mobility network. In order for us to adapt and mitigate climate impacts, Calgary must protect, connect, and integrate natural spaces. This focus truly benefits all Calgarians health.

Proper, sensible Urban Planning and then, sticking to it !! The new Zoning process proposed will drive inconsistent development proposals and will make a mess of well planned existing neighbourhoods.
Making transit affordable and safe
They all resonate, but these are my priorities. I want to see more foresight in the maintenance stages of our roads and infrastructure. Why repave a road or replace sidewalks without also improving on cycling infrastructure? Why build along a nature corridor like Nose Creek while disregarding established best practices?
Bylaw needs to tie both class one and two bike parking to occupancy not to unit. Every person should have a space to safely keep there mobility device.
A plan to support dealing with the recent uptick in violence through urban planning, as well as homelessness (not for example by making our public spaces hostile 😖)
Mental health, homeless, crime must be taken care of. Lots of green spaces, and lots of sport opportunities all year around (like OSTEN & VICTOR Alberta Tennis Centre with a multitude of sports) got to get kids from gangs into the sport. Health centers. Small businesses - local groceries, daycares, hairdressers, farmer markets, COOP housing, solar
Just remember to improve transit between suburbs, and not only hub-and-spoke. Can be very difficult to socialize with friends or partners without a car or it taking over an hour to visit even in the same quadrant.
Downtown used to be safe and thrive because of the safety. A single person could walk around past midnight and not worry about their safety. That is not the case now. Fix this.
Protecting Calgary's historic buildings as well is missing.
Ensuring rezoning is around primary transit networks to ensure the proposed development is truly walkable for day to day needs. Removing all mature and diverse landscaping on lots does not support sustainability/biodiversity (bees too). Developers remove canopy (climate change), often replant the same species, or not longterm vegetation.
Affordable housing needs to be established on the city core with Access to transit.
Expansion of transit (especially trains/trams), and densification through the building around expanded transit lines.
These are pie in the sky and unrealistic. You can't pay me enough to take transit (my daughter was assaulted on transit). Downtown is totally sketchy past 6pm. My community is not a mixed- use community. How about better roads. Maybe put a little less time into environments and more into the current infrastructure
Yes. There are not enough. I am from the UK. You don't know what you've got till it's gone. Cutting down a beautiful wood or natural area to put a lake on is bonkers. And then only letting people who live there use it is even worse. Manufactured greenspaces are no substitute.
why is protecting nature above housing?

Propaganda set in motion by rich builders and developers who want to get richer.
Leave the single detached housing neighborhoods alone.
Something more explicit about equity
Housing choice is coming at the expense of existing citizens. Basement suites in R1 neighbourhoods should not be allowed. It seems that city council is very tied to the notion of destroying what many of your citizens have worked hard to own and will fight to protect. There s/b a plebiscite.
The Calgary Plan supports safe, accessible, and convenient travel options for all Calgarians. Should be updated to clearly reference active modes of transportation like bicycling, micro-mobility, etc.
It's time to break the paradigm of building cities for people in cars.
1. Building in harmony with nature as opposing to minimizing its impact. 2. Ensuring that the city adheres to the concepts of Area Structure Plans that developers must comply with. There are many examples of city planners approving revisions to ASPs over the concerns of area residents.
These ideas are the right ones for taking Calgary to its next level as a city. Really happy to see this.
To be a world class city, we need world class facilities and infrastructure. Thankfully we have a new Event Center / Arena project financed and under development. We are desperately in need of a world class field house and modern football / soccer stadium with natural grass to protect athletes and attract International Track & Field events.
I would love to see more bus lanes, many more people will take the bus if it's not stuck in traffic. I would also like to see more mixed zoning, the distance to the closest shops should be measured in meters not kilometers
All resonate in creating healthier communities by design and creating inclusion an equity in Calgary
You lack inspiration - what was the point of PlanIT if people in planning are just going to ignore it? Housing needs to be affordable - creating a "plan" that really just shifts which developer profits doesn't help those of us who work and live in our cars. Row houses aren't attainable for most of us, thanks for kicking us to the curb, Josh.
Building more transit connection, increasing frequency of transit, having more transit routes and improving connectivity.
Given the ambitious drive to reach 2-million population, the stark lack of affordable housing for young and new renters/citizens is distressing. My rent goes up every year, and I don't want to be priced out of a city I love. A well-designed city starts with a well-stratified and available housing supply.
respect for the uniqueness of existing neighbourhoods, the impacts of 'choices' on the immediately adjacent neighbours (what about their sunlight, privacy, etc). I'm fine with a little store on the collector street, but I don't want commercial just anywhere... much of this seems to be carte blanche for developers and never mind the neighbours.
Calgary has lost acres of wetlands over the past 30 years that it can't get back--we need to preserve spaces like the area around Nose Creek in North Central Calgary.

We need TOD to encourage different modes of transportation and keep living affordable. Many pathways don't connect, making them inconvenient for different modes of transport.
Calgary needs to be a place where people want to live. These three selections will facilitate that beyong hese these selctions
More mixed-income in addition to mixed-use neighbourhoods, otherwise doing great!
I think these actions cover everything pretty well. I look forward to seeing how they are enacted and specified.
Reducing property taxes and not going against promises
I want to see a city that is committed to dealing with climate change. I also want to see a city that ensures more homes get built, and that density is added to existing communities around transit stations.
This builds on the success of the MDP but is more specific and actionable. I always say "economically resilient, socially equitable, environmentally sustainable" to describe my goals for Calgary. I'd love to see the word "incremental" or "bottom-up" appear somewhere though, we need lots of little things more than we need few big things.
Be financially responsible. Engage before leadership has already decided what it is going to do. Respect the well being of citizens more than developer's profit. Become a trusted government that citizens can respect.
Aiding our housing crisis by building more units in denser mixed use format, will allow for more efficient land usage and integration with nature. Transit connections are imperative to keep up with our growing population, and the exponential need for infrastructure to support it.
4th one since having walkable mixed use neighborhoods will encourage more green/natural space grown/protected for aesthetic/well-being reasons, better/more transit/mobility for more connections within neighborhood, more housing choice/supply to support new businesses. So the 4th point is a good indicator the other points are doing well, vice versa.
Insufficient walkability is one of Calgary's biggest shortcomings as a major city. As a resident, it's very frustrating.
Calgary is a sprawling car-dependant dystopian wasteland. Every goal stated will alleviate that. Please focus heavily on the mobility networks and retrofitting existing neighbourhoods to become more walkable. Especially start focusing on those outside the core, folks on the outskirts of town also care about having a beautiful neighbourhood.
I think all of these ideas are what contribute to a great city. Historically there has been so much of a focus on trying to improve downtown, I'd prefer more money be spent in the surrounding communities (Beltline, Sunnyside, Inglewood, etc.) where infrastructure improvements could be more transformative.

I think we get too focused on building downtown and use that as an excuse to not build mixed use in other parts of the city. Downtown is important, but only because we made it so important. Spreading density and services across the city provides better access to everything and makes transit more efficient.
Calgary, in its current state, is far behind most other cities of comparable size in the world, by virtue of being so dependant on automotive transportation and single-family zoning. While some major strides have been made in recent years, there is still a city-wide lack of housing and transportation options aside from the afore-mentioned two.
Funding what matters. These ideas are all great, but they only happen when we fund them. Continuing to fund the status quo of car-dependent sprawl means none of these other things will get the attention they deserve.
These are all important steps to improving the city for everyone and reducing impact to the environment while increasing quality of life

Structure Map

We asked about how well the City Structure Map helps to understand the present and future role of different areas of Calgary with options ranging from 'not at all' to 'very helpful.'

We also asked: What do you like about this map/concept?

We received the following feedback:

Improvement is needed
I think its very clear with a good legend to know what everything means
I appreciate the increase in crosstown routes.
stop forcing this [removed] on us
Detailed streets with names and numbers
More transit around the city means higher crime in areas that have less crime. Because it easily transports homeless people and such. I appreciate the concept but until crime is at such a low rate that it won't matter, have lots of transit police at each stop... I can't see it viable.
nothing
It doesn't do anything
An attempt to consolidate and visualize the vision for the city in a single graphic.
I like that it's a cohesive plan and that it doesn't change the existing areas too much.
Too many bike lanes that aren't used. Too many roads blocked off by developers who fund politicians.
Greater downtown

It is simple enough to understand as a whole
I like that there are more crosstown transit routes! This would greatly cut down my commute. I also have hope that we'll build some intense density around these transit stations. We have so many parking lots that should be redeveloped if we care about our financial future.
Shows general areas of organization
The high level features are easy to understand.
Shows where the trains are. Those are the areas I will avoid.
Othing
to confusing not well planed out!
Everything is clearly outlined.
I recognize it as Calgary
I like that it places emphasis on existing & planned transit nodes as higher-density development
The legend colors are poor and don't match the map. Where's the purple description?
It is fairly simple to read/understand.
I appreciate seeing the variety of density throughout the city creating housing, working, and shopping options for people throughout the city! I look forward to many more TODs.
Nothing.
I like how the amount of activity areas has been reduced and that their is a clear logic to which areas have been identified
I like the idea where there are 'spokes' of LRT Infrastructure and then 'wheels' connecting within the spokes.
Nature should be more prioritized
Lack of information. Map is not informative. Feedback can not be given in the Map.
As a downtown citizen I am excited for the geographical coverage and mobility that will be offered by the Green Line LRT. I believe an integrated connection to our Airport is long overdue and reflective of what a leading-class city should have.
Shows how the ideas apply to all parts of the city, no special treatment to any one place
I like the coupling of activity areas and mobility
I like seeing that increased density will happen around transit stations. Calgary needs people to live closer to transit with more choice in housing.

Love the concept, the map is just okay. The colouring is perhaps too dull to be very useful or illuminating. Something more interactive and zoomable might help, but this is just early on. I think buffer should be replaced with radius.
It's easy to interpret on one's own with just the direction of the legend. Simple and clear distinction between zones.
It is very pretty.
It shows where future transit projects are going to be built
Good overview of general concepts
Visual...way better than reading about it.
It looks like we're trying to encourage a lot of growth to our transportation and activity centres
It connects places where we should grow to where there are more options to get around.
Clearly shows the intent of intensification around transit and inner-city communities
great to see growth aligned to transit

We also asked: What is missing or could be improved about the map/concept?

We received the following feedback:

Should be presented in layers that can added and removed to show different scenarios.
I think it would be great to put what stations are more accessible to people with limited mobility. Maybe indicate what train stations have elevators or escalators
Filling in a few more gaps where we could put rapid transit would be very helpful. I know it's hard in the kinda windiness of the neighbourhoods, but it'd be great to see a bit more of a push for this. (More bikeways, too, please!)
delate the whole project and go [removed] ourselves
Street names contextual orientation
Removing expansions for transit because the pros don't way the negatives. Especially in -30c, you don't want to be walking to the transit station. But crime is the main issue.
its a mess, do it better
It's missing someone who actually understands what we need.
The map needs to add more corridors and lines in the inner city - there are still so many huge gaps in transit accessibility for citizens. Unless you live in one of those darkened line areas you're not going to be taking transit (or you will not enjoy taking transit).

This is a transit map only. It does not highlight major expressways, freeways, good movement routes, and major activity/employment nodes (e.g. UofC, Mount Royal, South Health Campus)
Interactive feature
There are too many shades of beige in this map. I can't tell where the natural areas are.
Need to highlight employment centers and commuter networks including expanded roads and freeflow to areas of commerce and entertainment
More fun colours I have trouble distinguishing, and the activity areas all the same size is confusing.
For what this map is here to do, I think it’s alright. I’d love to see more detailed and ambitious plans in the future.
More detail/interactive so can see the nuances between streets. LRT is different to BRT and is where the density should be concentrated because individual buses cannot accommodate a significant number of riders.
I understand why roads have a lower priority and importance in the mapping, but I feel like this does not reflect the reality of our city. Pastel colours can be difficult to differentiate.
More details on the specific changes or a comparison of the reality today vs the vision for tomorrow.
Neighbourhood names,
I know the city is expanding its boundaries and that is not shown so there fore it is not accurate
The map is a useless tool. Individual maps per issue would be clearer
Perhaps some more detail about neighbourhood level to see where the most and least dense areas of the city are.
The legend
5A connections
Some of these areas seem primed for dense development (e.g. western Mahogany/Seton) in a slightly wider area than just 600m around a station. Not sure how much involvement is possible in these developers' suburbs, but it would be a waste not to fully utilize that infrastructure especially given housing shortages
Make the color schemes more readable and intuitive to understand.
Could differentiate between what is existing, and what is upcoming.
Use colors not in the same tone!! Differentiate better. Way too confusing so have zero idea what I’m looking at!
this is nothing more than TODs around the current c-train and brt lines. this is too simplified to be useful.
paints most of the inner city as one of two things: active or supporting. why don’t inner city areas get any neighbourhood areas? The old maps were better.

For a broad, guiding document, I think this is looking pretty good!
Common sense.
5A should be part of this.
It feels like a lot of transit stations have been identified, might it be better to prioritize so there are a some great station areas versus lots of underperforming ones?
The industrial areas should not just be assumed to be vehicle oriented. We should make a better effort to provide efficient transit and active modes in these areas as well.
The colours are a bit too similar for the activity and activity support and neighbourhood area
The whole thing looks like a subway map
1. The inclusion of planned residential developments; i.e. those along Stoney Tr. 2. City plans for future land expropriation. 3. Lack of BRT routes leading to LRT stations.
Identification of large entertainment and sporting event locations that can be served by rapid transit system.
Interactive map for better information and feedback
Street names missing in some places. Can't tell which parts are new ideas vs existing MDP ideas
West Bow BRT should be included as a future rapid transit project. Consider adding a primary cycling network that is separate from our regional pathways.
The map is too small. An interactive map with callouts would be helpful.
It is difficult to add more to the map without making it too complicated and losing its value as a simple way to understand our city.
I'd love to see 19th St NE in the Mayland Heights area added as an activity support or activity area. We've got goo bones for a multi-modal transit area and strong neighbourhood business already. Just a little bit of help would go a long way for us, but we get forgotten too often.
Maybe not about this map, but I would like to see a map where it shows the coverage of the new proposed zoning that shows more roads and details and be able to compare it with this structure map and see how they align.
I want it to more explicitly support density everywhere.
It would be nice if the map was layered and you could disable/enable layers to get a clear view of each thing. It would also be nice to know if "Future Rapid Transit" means BRT or LRT. The fact It would also be nice to show the bike network and how its plans are integrated into the transit map.
There may need to be zoomed in versions of the map that focus on key areas
I don't think it's fair to show transit extensions that don't actually exist or may take decades to build. They should be dashed lines or future lines.

The success of this plan requires much greater public investment in active modes in the areas shown for growth. Just because you can live close to transit doesn't mean it's safe, comfortable or convenient to get there.
Increase clarity on the definition of "buffer". The distances appear to be the radius around stations and lines but the map should make this very clear.

Zoning

We asked if the new zones align with what you think should be prioritized within each type of area (Very poorly/ Poorly/ Neutral/ Well/ Very Well/ Don't Know). Options were:

- Housing
- Mixed-use
- Core
- Commercial
- Industrial
- Special purpose

We also asked: Do you think there are any other zone categories that haven't been captured?

We received the following feedback:

Heritage and cultural
A bit fuzzy on issues related to research, use of chemicals, & safety of those aspects. I don't want Calgary to have no zoning like certain US cities where anything goes. That would be a disaster. There are good reasons for keeping certain uses separate. Please do the diligence to avoid unexpected consequences.
We really need to build up and have more walkable neighborhoods. Not everyone wants a house or even a townhouse.
how about stop saying we calgarians actually want this WEF 15 Distopian City. we did not agree to this. You lie at a constant rate. we will fight your tyranny and expose you all.
don't rezone residential neighborhoods made up of single family detached homes, its criminal
It's not about what zones haven't been captured or discussed, it's how absolutely [removed] you are at doing a simple job. You've only made building harder in the city, especially when you don't do something as simple as pushing back against school boundaries
Revisit set-back bylaws and the requirement for front lawns. Make it legal to build courtyard styled city blocks. Encourage front-yard buildings (ex: Kensington Market in Toronto) to liven up residential neighbourhood corners.
Elephant in the room: BLANKET REZONING.....atrocious idea.

There is not enough information on this page to comment in a meaningful manner
The blocks surrounding David Duckworth's home should all be zoned for heavy industry.
HOA communities who are managed by the home owner not city zoning rules...home owners in sn HOA veto zoning rules
I wish we made it a standard to waste less land on massive surface parking lots in our commercial areas.
More variety needed to identify broad range of parks and green spaces. Clear height limitations for C-1, etc.
Can we have more urban solar. Like all the unused dead space on stony for instance
No
Parks and farm buildings?
A lot of housing or residential zones could be wrapped in with commercial ones. There's no reason a bakery can't operate in a residential neighbourhood, it enhances the community so it should be allowed by right. Same with a lot of other commercial zones. Maybe if they just don't release noxious fumes they can be combined.
Too many zones. Mixed use lets the market decide how to use the space. Special Purpose is what taxes are for. Industrial for toxic industry is important. All else should be disregarded.
The housing category should max out at 4 stories. 6 is way too high for residential areas. These are currently being contested by several community groups and in some cases wining the fight. 4 stories is a better max height and will result in less controversy.
Suburban zone, the housing section may partially overlap with this, but suburban areas should be rezoned to allow for higher denisty (midrise and duplex etc) and mixed land use to create more walkable neighbourhoods instead of current car dependant suburban sprawl (which is too large to be sufficiently supported by transit.
this does not give enough details to provide any meaningful comments.
No, I'm sure real estate moguls behind these initiatives have scoured every single piece of land where they can build fast and cheap, then sell high.
School land and parks should have their own zone, not defined as a residential zone.
I was surprised there is no reference to major cultural or entertainment uses in the core zones
I think it could still be simpler. No zones let the market decide. Have bilaw to police nuisances.
I do not support the city wide re-zoning. I invested in a home by choosing a community that fits my preferences and paid accordingly for long term stability of those preferences. The city is infringing on my rights as a home owner by changing the rules.
Way too many zone types

I think there needs to be a zone below H-1. The City constantly meets with protest in R-C1 n'hoods when trying to densify. Why not a zone that introduces to R-C1 only duplexes/infills to start with. There should be no row housing included this go round. It's a big ask wanting to bring in everything all at once. meet us half way!
The integration and alignment of federal and indiginous developments plans.
The description of the mixed use zoning is a but vague. If it is not in discussion I think there should be increased ease of creating low impact (Cafe, convenience store) business in one's garage or backyard. That way the barrier to enter can go down and more people can start their own business.
Housing: Allow for low-intensity home-based businesses, like childcare Commercial: Allow business/ commercial/office based Housing for small business/industry Special purpose: Allow food stall at LRT stations
Unless I am misunderstanding, I don't believe there is a category specifically for high-density housing. This in my opinion would be a strong method to shape future housing supply.
your shortest apartment should be 4 storey, not 6 - that keeps within the tree canopy and matches with LAP's, clarity is needed for single family and semi-detached, they need to stay 45% lot cov. and 10 m - the new zone should not allow a monster single family with 60% and 11 m - the greater imposition on neighbours should be for a good reason.
I just don’t know if making more zones is the best? Can’t we just make the existing zones less restrictive? Like all residential zones should allow for medium density housing and low impact commercial home businesses, this might just over complicate things?
I'd like to see the city focus on mixed-use. I don't feel like I've been given enough information to have an opinion about what exactly these zones are. With the shopping areas and industrial areas, I'd love them to prioritise people. I don't like having to walk on the grass or the road in the industrial areas, or cross parking at shops.
I'd really love to see more opportunities for mixing residential and light industrial use. Construction and manufacturing are large parts of our economy and I think having affordable opportunities to live near work, or make small businesses in ones' backyard would be great for our blue-collar friends.
More flexibility in residential zoning, specifically in lower density areas (ie. incentivizing rowhomes over single family; eliminating detached SFH; blanket transit oriented up-zoning)
No.
Abolish archaic housing zoning laws. The market can decide where housing should be built based on demand. Housing zoning is what creates the horrible sprawl. If you won't get rid of the housing zoning, at least follow what BC has done with having exemptions at a radius around transit stops so that we can encourage transit-based development.
There should be some zones that allow for certain types of commercial to exist within residential areas. Why can't we have corner stores anymore? Why can't we have two-story buildings with commercial on the bottom, residential on the top? The new zones are also going to destroy the way neighbourhoods function today.

We need less zones not just consolidated ones. I believe that a cafe or bakery is a low intensity that can get along just fine in low density areas as well. As long as a business isn't making noxious chemicals it can be mixed with residential. Commercial, schools and industrial can be in many more areas.

We also asked: What challenges have you experienced pertaining these zones?

We received the following feedback:

Search for and finding information. Ensuring that amendments are captured. Lengthy document.
You suck at getting permits and inspections done in a timely manner.
Finding specific references once revisions have been made.
Its more when it goes into city hall....
None
it is too complex and rigid; we have a lot of districts that regulate the same things but in slightly different ways. we try to define too many uses.
Figuring out what zone you were in or what you could do with the zone.
No priority between general residential rules and district specific rules. Where there is a conflict which one takes priority? Takes a lot of work to determine all the rules that apply to a specific district. Hence, the city produces quides but you have to be able to find them!!
Complex, lots of cross-referencing
I love the LUB
Very confusing. Had to hire a lawyer to figure it out.
Removal of planned interchanges from city development plans. Lack of foresight by city planners. Ignoring the concerns expressed by affected residents. Lack of detail for zonal changes expressed below.
Difficult to know what applies to me.
E.g.: the way that heights are calculated on sloped lots is crazy - the height should be measured where the home is not from the back of the lot. everybody should be able to have a deck off their main floor whether they have a walk-out or not, LUB is hard to read and use
Too many uses. Too many districts.
The bylaw is too big and bulky, and hard to navigate. I like the proposal that there are fewer zones.
The overlap between different but similar zones. I find it hard to imagine what a building of a certain zoning may look like or allow without digging into the LUB and defining the zoning for myself, again. And the distinction between areas that seem like they should be grouped together (Centre City East Village)
The LUB is too restrictive to allow anybody to say what the market actually wants for housing and services.
Too long and too complicated. Doesn't support good urban design outcomes.
Lots of repetition throughout the document. Some regulations are too wordy and it's hard to get to the point.

Extremely large and complicated. Many confusing land uses appear redundant, differences are not clear.

We asked: To what extent does the purpose statement for each zone give you a strong understanding of what can be developed? (Strongly Disagree/ Disagree/ Neutral/ Agree/ Strongly Agree)

We also asked if you understand what zone your home or business would fall under and to share why if not.

We received the following feedback:

I live close to a MAC and transit. Our street is totally residential but I am not sure if we will land in H-2 instead of H-1. That could have an impact to our property value. You make no mention of Restrictive Covenants (RCs) and how anything you do could send us into the court system. We didn't ask for this!!
I live in a single-family residences area. There isn't one apartment building or duplex/townhouse on my street, or within about a 1 km radius. Not sure if my street could be a building site for multi-family residences. There is nowhere to find this out
The example photos weren't great when the zone covers such a variety of houses.
Because no where in the document does it explain that
I see no pictures of a single detached home in any of the photos. They all look like dense living to me.
Residential is not addressed in the Zone Purpose Statement

We also asked: Are there any uses you would like to see in your zone that are not listed?

We received the following feedback:

Diverse housing types are critical
Not that I can think of, except that I am disappointed in the social engineering tactic of this list - it treats the general public like we are unintelligent on housing. So what missing is that H-1 and H-2 are far too similar - need more opportunity to achieve 4 to 6-storey. The only zoning that allow for up to 6-storeys is H-3, why?? There should be H-1 and H-3, H-2 is redundant and to restrictive. Use has to cover residential vehicle parking requirements in a more realistic and transitional manner, people still need cars to live their life.
The purpose statement for each zone is too vague and broad. As an example, in H-1, four rowhouses, each with a secondary suite, plus backyard suites to a maximum of 60% lot coverage on a single residential parcel is not small scale housing.
As pointed out above, our community was built for density but there was a respect for transitions from high rises to low rises to R-C2 & R-C1. Our RCs prohibit businesses in all areas of the community. There is commercial adjacent to housing so more commercial in our residential area is not needed.

we don't want or need a 15 minute city
Height plans for main streets set backs for green spaces
Small commercial
No. I just wish they would make it possible for me to cycle on my street to access the main road. Our street is one of the last to be plowed. I can't ride to work because of this.
Leave much of it alone and do not change the character of the community that so many of us have develoed over many decades.
I think this entire plan of rezoning is ridiculous! I have no room in my front yard for extra vehicles. I did not buy a house here to have multi family dwellings across my house. Ridiculous and our council needs to be replaced
SP parks and schools still needs to be broader. Municipal reserve has a specific meaning and requirements in the MDP, and pooling all of our smaller park spaces into this category leaves them vulnerable to being sold to support municipal reserve somewhere else. The CM definitions need to provide specific building heights otherwise they are open to interpretation by planners.
Not at all happy with this. I do not want a 3 story house built beside my bungalow. It would shadow my entire yard, would look extremely out of place in my already very dense neighborhood, and would make already congested parking a absolute nightmare. I have off street parking for 2 vehicles and my guests still have to park over a block away. I do not even live close to downtown but in Marlborough Park.
a) a right to commercial in H-1 and up - lowest density streets should allow Convenience Food Store, Restaurant, and other community-level commercial uses. This could be achieved by moving mid-scale commercial into C-2 and distributing C-1 uses to H-1 and H-2. b) uniting H-3 and MU-1/2: there should not be 4-storey residential buildings that do not allow mixed uses.
Why are there no photos of single family homes in your document any longer?
Yes, explicit language indicating minimum amount of green spaces is important to ensure that each development has clear minimums in this respect to encourage more green space development.
Maybe I missed it, but Municipal Reserve? Environmental Buffers? Do they just fall into Special Purpose & Natural Areas SP-NA?
i think we can combine more of the residential zones with rules that can regulate at the development permit level instead. we would then have fewer separate zones and more rules in the zone to guide what someone wants to build (dependent on site conditions and servicing).
Why do you insist on being able to turn any district into a high densisty district which brings in numerous unwanted consequences.
This is unfair to do without a referendum. It should be unlawful for the City to approve this without a referendum.

Core and residenchal should combine to mixed use. Please increase the mandatory class 1 bike parking out side the TOD's in the bylaw.
I would like to see more mixed use allowances and removing of any and all housing only uses like the current proposed housing small and housing medium scale.
Allow home businesses in residential areas, or in corner lots at the very least. Look at the Downtown District land use zone in Okotoks as an example. They allow local businesses in residential single-detached styled streets - making sure there are less nuisances to the suburban fabric by making sure the businesses focus on foot traffic and on serving their neighbours. Parking is only allowed through side/rear lanes if possible - making sure there is barely any increase in car traffic through the area. This enables more local entrepreneurship and also creates more healthy and walkable communities - fostering community interactions.
Single family homes only areas, like there are now.
I would very much like to keep our current zoning of single family detached only. We deliberately bought in such a community, and feel these proposed changes and attempts to force in densified development is a breach of our trust in the zoning process. Of you want to density existing communities, buy us out.
There are no uses listed, only purposes. And even those only describe what can be built.
Student housing and alternative like co-op
Preservation area: designated for ecosystem protect and therefore, offers limited access to people and vehicles. Special Purpose - Pedestrian corridor: designated for micro-mobility use and limited motorized-vehicle access (specialized accessibility and/or emergency vehicles)
Would like to see single family detached neighborhoods stay that way.
I'm curious if small/micro scale mixed use development is possible in the two lowest housing districts, something like Kensington Corner on Kensington Road that isn't a home-based business? Also curious about private recreational and cultural uses like golf courses - are they in a commercial or mixed-use zone or the integrated civic facility zone?
No but I do not support city wide rezoning of residential lots. I strongly oppose.
R1 residential protected
I think the wording in the current plans are excellent. Restricting a single home type in RC-1 is destructive to community development and offers less freedom for residents. We need more housing type choices in every community. Community associations and neighbours of development proposals shouldn't have veto power if the scale of the development is of an appropriate size (e.g. less than 4 stories).
Would like to see RC-1 & RC-2 retained and not be blanket up-zoned to RCG. There are locations that are suitable for increasing density and locations that are NOT suitable for increased density.
No

Mixed used zones, residential, commercial, business, office, non-profit, non polluting industry, manufacturing, agriculture other
...disgusted that the shortest apartment block starts at 6 storeys, and that's fine immediately beside existing residential stock... That's not 'low', it's fundamentally above the tree canopy and in many places would not fit in and would be far too much contrast with what's there already. So what zoning will be used where the LAP's say 4 storey height? Will the 4 storey height be enforced, or will we get 'it's H-3 so go for the 6 storeys'? And all this flexibility - once again favours the developer and not the neighbours who are affected! Is H-2 basically H-GO?
What a biased question. This question assumes I agree with the uses proposed and asks for additional uses. This is such a dishonest municipal government.
I'm perhaps a bit lost as to where current suburban high-rise apartments without commercial frontage would fall under. Aside from that, it's very clear.

We asked: Are there consolidated uses that you feel do not work together? What are they? Why don't they work?

We received the following feedback:

Home-based business in Residential: Ok with "P" if someone is just working from home, not seeing large numbers of people, generating traffic & noise. Otherwise, it should be discretionary for neighbours to have a say. Not enough detail here for the type of businesses that could be operating. Some people are selling parking on their properties/also illegally selling RPP access; storage in garages of who knows what. Not sure about kennels in housing zones due to possible noise/safety issues.
In residential areas, emergency shelters and day homes are inappropriate as noise, traffic, and congestion will be more intense for these uses.
Not that I can see.
The chart is completely unreadable and cannot be enlarged.
Single family homes should be just that and not multi family homes. I don't want dozens of extra vehicles parking in my parking spot it's already hard to find a spot to park when one family gave guests. Where will the waste bins be set for pick up? I pay so much for the pick up service so how will that happen? Wheelchair in my home needs close parking to residence this won't happen with dozens more vehicles parking in front of my home.
Home based business should NOT be a permitted use in H-1. Home occupation is fine, and SOME home based businesses could be discretionary, but not permitted.

a) There should be a right to commercial in H-1 and up - lowest density streets should allow Convenience Food Store, Restaurant, and other community-level commercial uses. This could be achieved by moving mid-scale commercial into C-2 and distributing C-1 uses to H-1 and H-2. b) You should unite H-3 and MU-1/2: there should not be 4-storey residential buildings that do not allow mixed uses.
no
This is unfair to do without a referendum. It should be unlawful for the City to approve this without a referendum.
Strong Towns says don't use bylaws to limit users. Bylaw should be there to police nuisances.
Multi family and single family detached. People choose neighborhoods based on the setup. Changing it after the fact ruins the neighborhoods.
I need to better understand what is imagined under home-bases business, as the current matrix leaves me feeling like very limited non-residential uses are allowed within the housing zones. Great work has been done to consolidate the range of uses, however the language still reads like it is from 2007. Naming is the hardest thing, but some more effort to use more straightforward language would go a long way to help folks like me understand what activities are possible within the uses
Home based businesses in H1,2,& 3 may not be compatible based on the type of business. Better definition required for this category
I think that various specialty foods would make since to perform on a discretionary basis in H-1 (and up). Such as baking. Starting out a small business inside your house by simply baking foods I don't see as to others and could allow the barrier to entry lower doe some people.
I think the list is very good. I think a specialty food store should potentially be consolidated into H-1 under discretionary use. As I feel that building a small bakery inside your house should be permitted on a discretionary basis. While retail may not make since for H-1 production of various specialty foods would be reasonable.
It looks good! Thank you!
This is the wrong question, it is leading the discussion. I've seen these kind of surveys for many years and they are misleading. Shame on you
Looks good to me.
unsure
I'm surprised that 'restaurant' is listed as a discretionary use of H-3 Housing Low-rise, I don't mind it as it would be an interesting way to mix uses but I wonder if that was a typo or mistake.
I strongly oppose banks being included with other retail. They do not function the same for the street and create dead zones. Drive throughs also need to be more heavily restricted. They shouldn't be allowed on main streets at all. Making them discretionary in these areas isn't strong enough. Need more

clarity on vehicle sales and services in more urban zones. This is too vague and could lead to auto-oriented uses in inappropriate places. Need more clarity on sizes allowed for place of worship.

We also asked: Are there any activities that have not been captured in the list of uses?

We received the following feedback:

Where are you putting laboratories with & without clients? This could encompass any number of processes in the without client category, i.e., health, chemical analysis for research, industry, etc.
Not that I can see.
I cannot tell since it is not a readable chat.
Everything is captured and this rezoning is ridiculousness
Parks should be permitted or at the least discretionary in every zone.
Home businesses run out of 3 story homes (think dayhomes) that further restrict parking for residents and add much more traffic to neighborhoods
Yes - green spaces and natural areas that are important health and also climate resilience (e.g., mitigate effects of potential flooding)
no
This is unfair to do without a referendum. It should be unlawful for the City to approve this without a referendum.
Consolidate further and remove any exclusionary zoning. Increase potential for housing in Industrial-Flex
I have no idea what an amusement facility is, but I feel like lots of business/services fit within this bucket.
No.
Not that I could see.
Mixed use zone, non polluting industry manufacturing, hotels, resorts, agriculture, home based business and industry. Combined use of same space, example: residential and commercial/business/office/agriculture/hotel/home manufacturing or combination example residential+commercial +business +office +hotel etc.
No.
There isn't nearly enough overlap for commercial use in the housing zones. Even in H-1 there should be some kind of allowable accessory small, community-oriented business use. It's a key element in flexible, sustainable, and vibrant communities. Make front lawns useful again!
Unless I missed it, I didn't see office outside of industrial zones. Is office space in the core considered industrial? Otherwise, that's the only confusion I have.
unsure

Streets

We asked you to share your level of agreement with the following statements (Strongly Disagree/ Disagree/ Neutral/ Agree/ Strongly Agree). The statements were:

- The objectives capture the needs of all people getting around Calgary.
- Streets designed around these objectives would improve the quality of life in my community.

We also asked: What are the most important objectives to you? Options were:

- Connected
- Safe
- Inclusive
- Healthy
- Productive
- Environmentally sustainable
- Financially responsible

We also asked: Are there any objectives missing that would help streets better support a high quality of life for Calgarians?

We received the following feedback:

Accessibility for the disabled
The materials used in creating our streets & pathways should be sustainable and supporting surface permeability and longevity where possible. Design to avoid flooding, heat islands, loss of green space. Be serious about climate change. It feels like you are only paying lip service to climate.
We need more areas that are only for pedestrians. Also adding different textures to the streets.
"safe" meaning lowering the speed limits to such low speeds isn't making it safer. Having similar pedestrian laws to Ontario where in unmarked crosswalks, the vehicle has the right of way. That's safer. This city was built with cars in mind. To completely change to other options would cost billions. I would go on but there's a word limit.
get rid of the bike lanes
This has nothing to do with a high quality of life, you're making crap up to feel like you've contributed but it will only add to our costs which will reduce our quality of life.
Build smaller roads (stop building "stroads"). Look at Dutch urbanism and Dutch models for streets. Make it harder to use a car to get around the city, make it easier to bike, walk, and take transit. Have more car restricted areas to encourage more street livability. Put the roads on a diet and claim back some lanes for denser urban living.

How about some plain talk instead of the tonnage of verbiage that is being used in every one of the questions, descriptions and categories in this website??????????
Right-size infrastructure. A single street does not need to be everything to every type of user. The focus should be on the "network" , (e.g. a bike route is a separate corridor from traffic-- does not have to be on the same street).
As a woman, I never walk alone at night. Safety is a real priority for me, with good lighting and well frequented areas.
We don’t need 15 minute city’s we like the structure we have
The entire City Council and Administration should all hit the streets. The entire City is being mismanaged by a bloated workforce that really doesn't care what citizens think.
Free flowing and to large employment and central districts including YYC
EV charging infrastructure
Less money directed to cycling as there are limited users. Traffic should flow efficiently. On Main Streets, parking should still be provided and used as traffic calming.
Streets are not safe, damage, dirty, and there is no parking in the core anymore so im not shocked everyone is going out of business down there.
Actual functioning roads and pathways. City planners are great at soving one problem and creating 2 more. See the chaos of St Georges bridge
Mixed use and attractive. Not just car and truck gutters.
Remove slip lanes and consistently employ curb extensions. Stop building oversized lanes and right size roadways.
Safety is the top point here for me. Vehicles are getting larger, drivers are more distracted. Those who choose or want to get around actively are at a huge risk. Street design needs to take this to heart. Plenty of benchmarks on this, e.g. Netherlands.
Fewer driveway cutouts so that pedestrians have a safer walking experience by not having to interact as much with cars.
Decreasing cars
Bylaw needs to tie both class one and two bike parking to occupancy not to unit. Every person should have a space to safely keep there mobility device.
Allowing more permeable surface area (e.g., boulevards with plants) would improve health and environmental sustainability. Streets should not be just bare concrete. Widen all sidewalks!
When bike lanes remove a car lane, allow for a mixed car/bike use in the bike lane at intersections for right turns for cars. The bike lanes really impede right turn cars, and therefor back up traffic a lot.
Designed for people

Where some level of rezoning is planned it is not supported by your objectives, it is not connected, storm water and climate change/sustainability/biodiversity is not supported, and will not maintain any community character. E.g., Altadore away from connected transit.
Connectivity of streets should be replaced by connectivity by transit, such as trams, which would truly create streets that are inclusive and allow easy/cheap/safe travel for all.
focus on pedestrians and cyclists over cars.
The City can't or won't maintain properly existing streets, why would we want more poorly maintained streets?
Let cars get people to where they need to go. This is a winter city. Stop prioritizing bikes and pedestrians on the streets.
To be honest I feel like there are too many with overlap between them. It reads like streets will do everything. They certainly can do a lot, but a little more clarity and succinctness would go a long way
Keep in mind we still need to be able to use our cars to get around—we do have a very long ring road!
Traffic flow to minimize vehicle idling time at red lights. Roundabouts. More roundabouts!
Plans for making streets safer from speeders, illegal parking and better designs to allow for high volume traffic and traffic flow. More stringent enforcement of speed limits on Stoney Tr./ Also better bylaw enforcement. Relying on citizen complaints is too reactive.
Transit, bus/LRT/street car/tram Intercity train to near by town example: Cochrane, Balzac, Airdrie, Chestermere, Canmore, Banff, Strathmore, Okotoks, Highriver, Bragg Creek, etc.
Inclusion of Safe System approach is fantastic! Make prioritization of people over cars more explicit?
Stop allowing yellow school buses from street parking! They take up huge amounts of space, reduce visibility for on coming traffic and are hideous in colour and aesthetic of a community!
It seems like the City already has the information to build safe streets, it just doesn't. For example, seperated lane bike network. A painted line won't protect cyclists.
Less parking. So much less parking. Also there should be no support for personal vehicles, they are already strongly over-represented. Maybe consider heated bike lanes? Winter biking would be cool. Bike-and-rides with downtown bike rentals like the scooters.
I would perhaps say "consistency" could be another good objective. This would help uphold the others if cycling and pedestrian infrastructure were more predictable.
Speed limits need to be enforced to reduce accidents cased by careless driving. Encourage walking and biking by creating safe and comfortable streets.
I think these categories could use a rework to help isolate the individual ideas out. At the moment there's a lot of overlap or duplication between these categories, having a more concise and precise vision would be... nice!

Exploring pedestrianization of streets across the city would help create vibrant spaces and destinations for residents and tourists. Seventeenth Avenue is a prime candidate.
Maybe having more flexible streets? So streets that can host events, allow a pedestrianized condition (no cars) or change the amount of space allocated to one mode of transport or use (reduced lanes in off hours or weekends that can be converted to other spaces somehow).
Build to human scale. Streets are too wide, space wasted on cars and parking
Anything that helps reduce car dependency will lead to higher quality of life
I don't believe our roads administration will actually care about people outside of vehicles. There is a culture of driving that comes top down from our administration. As long as roads are defined by their ability to move vehicles through intersections, we will never see improvement in our streets.

Community Conversations

As part of the Phase 2 outreach and engagement initiative for the City Building program, 6 open house events were conducted across the city. These events were hosted across various geographical locations and times, ensuring a diverse range of opportunities for interested individuals to provide feedback.

We asked: Which of the key ideas resonate most with you? Options were:

Options were:

- Protecting, Connecting, and Integrating Natural Spaces
- Building Around Transit
- Connecting Mobility Networks
- Creating Walkable, mixed-use, neighbourhoods
- Increasing Housing Choice and Supply
- Building a Strong Downtown

We also received the following feedback:

Concerned about safety in Downtown (+ not enough activities) Go to Dev-Gardens, library, River
Need more schools in new communities (they are too full)
Like taking transit (but scary now)
Feels like Truth + Recconcil. Is not meaningful enough → just a checkbox
Yes! Connect natural systems, incl. new dev + Nose Creek
Need planning for all water, not just rivers (Creeks)
Need strong water protection policcy (not just guidelines)

Downtown → protect heritage!
Transit absolutely needs to be a priority
Climate has direct impact but cannot just solvable @ Municipal Level
Water going to be most important
Not sure if transit should be a priority
Think Truth + Reconciliations is a Fed responsibility
Transportation Costs too High (transit, gas)
Transit needs to be reliable + on time
City should promote/support more activities that support belonging and inclusion
More big/civic events that bring people together from all diff. backgrounds
City should cater less to luxery condo and more to affordable housing
Make the City safer
Create more jobs for next generation
More tunnels for cars like the one to Ranchlands
More public washrooms
Cost of living going up so quickly
Recourse for contractors not finishing paid work (don't give them the permit)
Connecting suburbs to airport + DT (ie. Green line up centre street)
prepare for life/economy beyond o&g
Use the LRT lots to get downtown + to SAIT
DO SOMETHING TO CONTROL UTILITY BILLS! IT'S SKY ROCKET-ING!!
Skip BRT + go straight to LRT on Centre Street
Calgary did River Valley protection well in 70s/80s, but not now.
Daylight Confederation Creek
Future LRT lines after green line
With climate change, we need to focus more on water conservation
Transit pass discounts or reduced parking rates for seniors and community members near transit
I don't go downtown anymore. It takes too long to travel there and it is expensive to go downtown. However, it is important to have a vibrant downtown.
Better Transit Connections
Building house with material that are fire Prof

Keeping & maintaining old buildings to keep the cultural heritage Alive
strong Transit net strengthen the Connection between the Communities and the $4 areas in Calgary [Trains]
Committee of Transit users
Transit around/Connecting Communities
Calgary Plan: A constitution or set of ground rules to protect parks and neigh-bourhoods.
Noise - consider more housing off main streets to be quieter places to live
Water Resiliency + Growth
protect communities that already have relatively high density compared to the rest of Calgary How much is too much?
Upgrade roads & sidewalks in established areas re: safety for all need connectivity of bike & pedestrian paths around UofC & Foothills Med Centre
promote and support low cost airlines to/from YYC
It needs to be easier to get around
More Connectivity of natural Space
Social Connection Spaces.
Jobs
Our City is growing
Can't Afford a car but Still need to get around
Housing Affordability
Safety √
Support Small Businesses in Downtown
Multigenerational Housing
More LRT's more walkability People want to be close to the stations
Accessible Connectivity → make the city more walkable / bikable / etc.
Potholes.
Make DT more Safe (DT is the 'Hood')
Extended Trails all around the city
LRT Connectivity to airport
Recreation is not represented enough
Recreation is not diverse enough.
Connectivity. Make Communities more walkable

Its hard to get around via transit. People need to take multiple buses
Everyone deserves housing. Cost of living
Walk to School
Accessible washrooms in parks
Shaded area's in parks → Plant more trees
Encourage Physical activity
Better Air Quality
Need to get affordable housing for new comers.
Need to Consult Communities.
Net Zero Construction From Build - - to the move-in
More grid - based transit network with high frequency routes & rapid transit
More Job / Business opportunities focus on It.
Need more Recreation/meeting Spaces.
This Resonates.
This aligns Building stronger Connections with community
pathways 2.0 mountain bike trails to match existing paths
high density at transit or no permit
net zero or no permit
Net zero or deep retrofit mandate (address climate emergency)
54% of Calgarians are living pay cheque to pay. We need to build for them
Missing amenitities, social gathering spaces + programs!
City is more affordable if you don't need car
Biking & Walking should ALWAYS be options!
Not enough affordable Housing for demand.
Building arround transit doesn't always work in low-density areas.
Bike Registration
→ bike parking (indoor facilities)
bike/walkable areas are not always feasible.
Schools in established areas NEED students no more Donuts!
Please prioritise 5A networks. My gana is trapped because car is the only option.
Need to create more affordable parking in Downtown

Safer C-Train & transit for commuters
Safe City
affordable place to live in a good location
make walking & transit a priority
Transit needs to be a priority
more Indigenous inclusivity
make downtown better
More Parks and schools.
Seton needs more traffic lights & jobs
Emphasize 5A funding (prepare for different funding scenariors) walking/wheeling is only as good as it is connected!
more outdoor recreation
Calggry needs more schools, parks and homes and Calgary should stop polluting air
more traffic lights in Seton
Everything at 3+ stories should be allowed to be mixed-use
Designate brownfield for housing/mixed-use quickly
more green space downtown
maintain a sense of pride in the downtown
Extend downtown free zone to victoria
affordability - housing - necessities
having no transit in new areas - plan transit 1st - build 2nd

City Structure Map

We shared the City Structure Map to ask how it helps to understand the present and future role of different areas of Calgary.

We received the following feedback:

River transit by boat

North Business Park
limit property tax increase
We need more houses
Don’t want to lose park land
Supporting suburbs /w depopulation
build grid Streets in suburbs
transit segment fare
connect # 1 bus to tuscany
more +15 to 17th Ave
promote rain storage barrels
Another big park like Nosehill
Easy to understand neighbourhood connections
Colour choice makes the map hard to understand
more Community recreation/community centres
:)
more bike parking at transit
Ring road transit
Long time Calgarians, need support
Water use restrictions? Smoke?
Jobs in the city, need more?
Mixed use businesses and housing
Lack of snow is a concern. Drought, forest fires, how will the city respond?
need more housing
add ring road railway
snow removal in communities
need bus from crowfoot to airport
hard to read brown
more wine gardens and socal spaces
Cleanliness of the city is good
fix potholes
another West-end rec plex (drew picture of heart)

Central - country hills panorama district to Look Like university district
need to leave this area for arts/culture/bookstores (N. Central Area)
Leave industrial areas for industry Don’t' surround them with residential.
Don’t build u - turns, build overpasses
more green areas. (eg. Soccer)
larger Parks more sleighing Tobagganing Areas.
more trees
WE NEED MORE LARGE PARKS. NOT JUST LOTS OF LITTLE PARKS
Leave Nose Creek area UNDEVELOPED
NOSE CREEK INTER-MUNICIPAL PARK SYSTEM √
SAVE NOSE CREEK + -
taller trees
more Active transit up here
WANT A CONTINUOUS AND CONNECTED PEDESTRIAN NETWORK
NEED ENJOYABLE WALKING ROUTES THAT ALLOW MORE DIRECT ROUTES
More 5A NETWORK INVESTMENT
Love pathways.
5A Network should be included as a Key part of the structure plan.
More Housing and commercial positives for people to live downtown instead of more insentives on outskirts.
Neighbourhoods should be walkable to basic amenities
Like variety of housing in the same area. Not segregated from each other
Like the idea of more density + mix of uses to create complete communities
more prominent transit within calgary
less transit spots in NE
Transit is visible -
Green line train running through more of the North is a plus - More transit throughout the NW
need better transit to Nose Hill + Fish Creek
Skip the BRT and go straight to LRT
Where are future LRT lines after green line?
Safety in eastside transit

Direct LRT Line to Airport?
Transit to cross iron Kids go to malls - only place to hangout!
Transit should be planned for people of all ages. Right now the bus stops and hubs are in a radio of 400m. But the neighbourhood is not a grid so, those 400m become 800m or more
need more transit in NW
More transit for kids to and from school
like the bus + train working together as a coordinated system
Want to see transit network completed
Love having neighbourhood villages/nodes (grocery, services, restaurants, can walk to it)
Halloween → good indicator of sense of community
Transit is very difficult to get around (longer travel + wait times)
Hard to get to MRU on transit (wish train was direct)
Grade separation for downtown (Red Line) Higher frequency ~ 3 or 4 mins peak
Why are we building S. Green Line when N. has no access?
public washrooms at public facilities, bus stations, parks
Schools, hospitals develop too slow in new communities
electric busses, trains no more fuel stations
Homestead needs better transit access
Population growing so fast
(NEED) Public washrooms + drinking water in parks & @ every LRT stations
Need this section built! ← (NE Blue line)
Want to see blue line built
There are less transit options in the NE
There's only one bus to the airport, need more (from NE)
More transit access from Skyview/NE to Industrial Areas
Have to drive too far for Jr. High and Highschool
Abbeydale (10 yrs) still doesn't have a school
Wish Calgary Schools (CBE) would teach more languages
Need schools in newly developed areas (takes too long to build
More community health centres (small ones)
Distracting/unsafe when driving

A lot of illegal signage along the Roads in the NE
Need to retrofit sidewalks in the NE
Applewood → can't walk anywhere but maybe Mac's
I love my community (NE)
Best restaurants easy access to hwy, gas stations, malls
more frequency on NE leg of train
Rates for bus passes should be reduced
Need help w. groceries, find housing, transportation (Trellis has some programs)
Not a lot of services from the City of Calgary for international students (just free bus)
Having higher density around transit makes a lot of sense. Transit need to be more affordable (especially for kids) and better integrated with other things
Bike slowing options integrated with transit would be wonderful (especially for youth)
Laws around rooming houses
Ogden road as a main street
Ogden - needs a planning ← vision!
OGDEN EQUITY MEASURES - Air Quality - Family Amenitites - Library - Recreation - Coffee Shop - Senior's housing -
Hoping for (LAP) prioritization - contamination issue needs to be addressed. -
Incentives - ??? Investment - CMCC - Odgen Edition? - Raise equity ??? to catch up.
Regional pathway btwn. Ramsay + Ogden Rd. also needs sidewalks
Convert industrial along ogden rd to funky warehouse rest/craft district
Ogden Density but maintain character Ogden
Build sidewalk along Ogden Road
Mobility along 69 Ave SE from Ogden Rd to ridge
How do we prioritize Calgarians first ?
City shouldn't take haf.
Willow Park shouldn't change
Laneway bins are a nuisance
How do we Fix Macleod Trail?
Running paths, trails need to be protected
Protect our rivers

Urban design needs to be more considerate
Bylaw enforcement is bad. Needs to be better.
How are we addressing social disorder?
Can't fix anywhere
Public safety downtown is an issue
Fully walkable is impossible. You have to drive to soccer, no frills, etc.
Public transit is not reliable
We need bigger setbacks from rivers
Skyline is great. Inner city is not.
Beautification needs to be worked on
Why are we building transit to nowhere?
Specifically the 14th St BRT.
Heritage Dr / Hadden Rd old YMCA → Density
Density in proportion to surrounding n'hoods. - close to c-train
Regional pathway along odgen Rd
Densify downtown, not everywhere
N-S connection for pedestrians along McLeod Trail through Fishcreek Park.
Option to pause low-rider shop Bus routes to save operation $$
Bus barns are a smart idea
Understand more intensity close to transit but maybe don't go that high that it feels like a funnel.
No to ugly density → too many lins - City should be bigger → we have ??? In Canada and we should develop that

Zoning

The different land use districts/ zones are as follows, and under each we received the following feedback:

- Housing
- Mixed-use
- Core
- Commercial
- Industrial
- Special purpose

Housing

We received the following feedback:

showd have a couch
more cultural/arts in each neighbour hood
Reduce parking requirements
① When you merge R-1, R- R-G. How the city is going to deal with parking on street? When do infill comes in an R-1 land use add more vehicles no park on the streets
② One unit normaly have 2 vehicles. If the rent room will be more? In existing neighbourhoods is hard to drive between cars parked both sides of the road. So, the become a oneway road. Usually this are
③ Single detached houses or laned houses. If you add fourplex or basement suite and back yard suits that will add 2, 3, or more vehicles to the road
Balance growth inside & around the City.
Safety as we densify & intensify → regulations & processes that keep tenants, ppl safe.
Open space, green space, good community amenitites as we grow.
Every community (big) should have a rec center
Increased density for housing
More rec centers in bigger neighbourhoods
I would like to see more buildings like VeVo but around all of Calgary! (drew a heart)
More bus stops and rec centers
more available transit in commun-ities like cornerstone and redstone
need more transportation to other places like the YMCA
Housing Affrordability Increased Commute.
What about services that are already over used? - Recreation? - hospitals? - schools? - Parking?
easy permit process for legal basement suites
Mall or rec centre in most communities
ie: dentist, doctor, har salon, dry cleaner, cafe´.
Allow all serviced based businesses in all housing zones.
Mall or rec centre
zero parking minimums!
Instead of saying what's allowed, make rules fo rwhat shouldn't be allowed Cafe´s can exist in residential by right
Commerical downtown to draw people into living Downtown instead of → urban space

mor Housing in all Zones.
Larger Parking Space - Ground
Side Access Duplex (drew picture of house)
my house (drew picture of house)
More Parking in residential
Need more Multi Family
Further away land Fill Requirements
More Parking Requirments
More transit to new area.
Four - Packs √ (drew picture of square divided into 4 sections)
Height needs to Maintain Privacy.
Different / cheap types of housing at different life stages.
Parking not enough
neighbour Character Change is not good.
Single Family dwellings only in Suburbs
Promote more T.O.D
Building 2nd Unit in Basement. Simplify Forms + Process + Rules! Faster!
Allow more stores in walking distance. Elderly + young.
solar panel restrictions? some cases not allowed enmax loc. rules?
need more mom & pop restaurants/cafes/study spaces (specifically in NE)
7-11 wouldn't be a desirable dev. next door. (traffic is a concern)
EV charging in every home. More EV's.
More maintenance of our public infrastructure.
Small health care services (community health centers) close to residential.
Think about impact on "busy-ness" of commercial in residential areas. →
Home-based business okay, restaurants too much impact.
high-rise buildings Should be separate from residential areas.
Easy access daycare.
Small , more affordable houses.
More trees along Streets.
Grocery stores accessible in every neighbourhood.

Restaurants, bakeries, etc. from walking distance. Mixed into the street.
Small villages in communities. Mix in the retail.
Concern with providing enough parking for residential redevelopment.
How are zoing changes going to prevent concrete jungles?
Ogden needs extra help now! - schools on watch list - island in industrial zone
Yes! More neighbours! More libraries!
Don't fund religious based infrastructure e.g. Hub 29 in Ogden
Allow R3 (house bsmt suite laneway suite)
Public library in OGDEN pls!
We want Calgary to be a place that includes the homeless - A model where homeless people run the place themselves. - LA model, Homedomes (shelte for the homeless).
City to set aside land to build housing for the homeless
Why is there always security guards at these events
Zoning changes will not create Affordable Housing
Every place in town should be have a home. - entl design on housing - modular housing winterized for housing
land available to leverage this housing projects- now we deal w/ homelessness
Selling green space for High Densit is Short Sighted & needs to STOP
Protect BioDiversity I.E. Glenmore Reservior STOP High Density!!
Zoning Bylaw Feb 29.
Cameras in case someting bad happens
Great, but allow commercial and urban farms on every lot!
More property tax for who owns more than one house by family.
Limit Air B&B
Get rid of some air bnb's so more refugees will have housing. About 3000 people
Should be lower prices for imagrants and Calgary
Should Be Big But not SPaced out a lot so you can fit more houses
let's not require parking mins / ability to tuck commercial uses in. Concept of 3rd Place.
More mixed-use, commercial East side of Seton
If you are Going grocery shopping you should add food places

Mixed Use

We received the following feedback:

MORE Community Buildings, (rec centres, etc) Green Areas, Fields (soccer)
More commercial by right in housing districts
more transportation more trains more bus stops :-)
New (w/in 10 yrs) communities seem to have good grasp on walkability to amenities + business:
RecPect is the Amazing. After-school no home work just chilling.
More mixed use all area's in the city that are cool are mix-used
more density Leads to more tax dollars and more ammen-ities
every city peopl talk about has Lots of mix-use all over their city
more transit spots and rec center
MASTER MIN TOYS it is awesome but it doesn't have more money
Commercial Impacts Residential Feel (noise)
large Commercial areas to escape Weather, and exercise.
Singles are expensive. Condo Fees from Townhouse :(Fee Simple!
Promotion of live - work units is needed.
Too many cars/People coming to a home business is not good
Residential above Retail is needed
Sidewalks for Mall Parking
residential areas should never be Mixed use (privacy, conflicts)
Commercial areas can be rezoned to mixed use but residential areas should not
Parking & traffic mitigation if we are mixing in commercial.
Large retail centres, also mixed in w/ Smaller village retail.
Transit to Satellite towns (Airdrie) is needed. → from Calgary.
Mixed use EVERYWHERE!
Urban Design is Atrocious Here
If we are going to grow it needs to be good
Heritage! → We're not doing a good job of protectig what we have
How can we Strengthen Heritage Protections?

How Do We Keep Them?
How are we zoning for AFFORDABILITY
TREES! Growth is Going to Kill A Lot of Trees.
How Do We Actually Keep The Look And Feel of Place
Neighbourhood Character is Important
Single stair case high rise 4 - 5 stories minimum.
Allow rooming houses w 10 doors / no landlord!
Ogden Rd is a vibrant main street!!
Better traffic management
↑ Put some guardrails and expectations on what could/should happen when existing stock is ready to turn over. in activity areas we want ↑ density & even commercial.
transit connection here →
I really like the home is here idea. we could add more duplexes in new neighbourhoods [removed] !
We need more houses. more space.
More visual hierarchy around transit hubs
Pre-approved plans for development.
neighbourhood scale integrate into future Stations.
Keeping communities safe with transit expansion
some New development roads not wide enough for transit
Two buses that Split apart for shorter times. for long routes. When I miss my bus it's a long wait.
Add more buses to shorten times.
Works for school and work. Willing to pay $ for better service. cheaper than roads
looing for transit to help /w neighbourhood to neighbourhood for personal connections
Expand free fare zone to 17th
Attract more tourists with cool places in Calgary
Transit in most popular areas of City
Find ways to make Calgary Unique from other cities
snow removal at bus stops for people to get on and off easily
Railtransit from downtown to airport
Better transit!
incentivize growing food on vacant lots with tax incentives while waiting to build.

Close to transit more

Commercial

We received the following feedback:

More Opportunity for Small businesses to buil Properties First
Less need to drive if apartments above Costco.
Housing in service-oriented Industrial.
Next door day care - social connection for neigbor senior.
If no pollution or environmental impact - allow if across the city! - Tuscany Resident.
Allow Adaptable Building Floor Plates downtown
Permitted use film/filming location
Commercial walking distance to Residential, need for Socialization.
Fewer surface lots. More mixed use please. Thanks guys!
drew picture of house?
DCC - 80 x 4 CAC ↓ CAC

Core

We received the following feedback:

Greater emphasis on heritage builing preservation as part of core density bonusing.
more staff on river
NOT missing enything
No good parks around Panora-ma Hills
Our community has been lucky in frequent bus connection and transit lines. A more frequent and avail bus system in relation to the time
Lower Parking Prices and Spots
More areas Similar to downtown around the City
Expand transit to other areas
Reduce Parking
Mixed use offerings in Parking lots

Industrial

We received the following feedback:

fensses so the dog don't oxscap
truck access/heavy vehicle access
more manufacturing
high infrastructure costs difficult for business
employee parking + transit to these areas
Auto Repair Shops easier access, not in residential.
EV charging stations as home - business.
Like Uber but for EV - charging.
Think about more charging Stations.
Quarry park - Mixed use on an industrial level. Mixed-use also for industrial.
Mix of uses for mental and physical health.
Industrial areas need better transit service.
Industrial should be separate from residential, except if it's small & no impacts.
Mixed use should allow to building high Rise/Multiple Stories Building in Existing Communities
Convert ind. Use east of Ogden to commercial

Special Purpose

We received the following feedback:

more trees in parks and taller
plan B: upzone R1→R2/R2→RCG etc incrementally every 5y?
catch 22 if you have no regional prk re: accessible parks + w/c in parks
parks + washrooms + water
large parks in residential area. Ie sledding hill
trails + pathways add value + are well used
accessible (time, avail.) recreation
floods + ice on trails
SETBACK + Green space POLICY IS NOT READY FOR SWEEPING LAND USE CHANGES
need to maintain Parks.
Allow Stores + Office ← above in LRT Stations.
Agricultur opportunities as Permitted use in City Parks
More trees in parks! Special Ramp ???
Community centres for Women & Seniors
Ogden needs to be a higher priority for planning!! Please
We need recreational and social amenities!! Ogden
Make regulations to speed up remediation in Ogden so it's atttractive to developoers
We need to expand our SE Resource Comm Ctr.and services!!
Improve/maintain wooden stairs from 69 Ave SE (up/dn hill) OGDEN
Improve maintenance of roads in Ogden (eg. 18 st) - car is wrecked from potholes

Goals and key ideas-Streets

We received the following feedback:

Don’t spend a lot on BRT infrastructure up Centre St. Just create the Bus Only lane
Bus only lanes - queue jumps
spread bus stops out to speed up
concrete/asphalt quality is worse
Safe
more permeartive surface
sidewalks
more trees +1 +1 +1 +1
Speed bumps & Street calming Measures
wheelchair ramps on curbs should be standard
Build cheap cycle lanes quickly and fix them later. If need be. Stop endless engagement
Smoother streets
petition the Province to change RTA to allow painted crosswalks + road bumps (Churchill bump outs)
Install entrance/ticket ↓ costs ↑ safety gates at C-Train stations outside of Downtown Free-Fare Zone.
Slow down in residential areas.
More 5A Funding and more bike lanes
Channelized turns → Bad!
Reduce Max. Speed in All Residential Streets to 30km/Hour
Connect bike infrastructure and don't have a fractured network
Build transit where the ridership is high (e.g. Green Line North)
144 Ave/Carrington - Livingston to Evanston - Pedestrian safety for crossing NEED SIGN/SIGNAL
Stop wasting TaxPayer money on bike lanes in Suburbs (ie. along Northland Mall)
Block party permit too expensive/should be more citizen directed
More asphalt recycling
no nore Kentucky Blue grass verges + medians - use waterwise native pollinator-friendly plants
re-design school drop off zones
Safer designs around schools - change design - change behaviour
Path/sidewalk clearing - Drainage and camber - Isolating for seniors/persons w/ disabilities
MORE LIFE ON THE STREET

TRANSIT SAFETY (PERSONAL)
LACK OF SIGNALS AT NEW INTERSECTIONS
SOLAR PANEL STREET LIGHTS
CLEAR WINDOWS AT BUS STOPS
SPEED TRANSITION ZONES
drew picture of a heart-shaped face*
GEOTHERMAL HEATED SIDEWALKS AND STREETS
RAISED CROSSWALKS → YES, PLEASE!
MORE TRANSIT TO GET TO COMMERCIAL AREAS
MORE FREQUENT BUS ROUTES
RING ROAD CONVENIENT FOR LONG DISTANCE
MORE GRID SYSTEM COMMUNITIES
Traffic calming + traffic diversion
In very urban, central communities prioritize pedestrians
Redevelopment is an opportunity to improve pedestrian experience/safety - make it better for everyone
Increased density is chance to address increased traffic - make it safer - people want to walk in the area
30 Km/hr esp. for internal streets
Adding density, adds traffic ← ensure this is managed.
Walkability
Safety around rapid transit stations.
Streets Transit areas. Neighbourhoods - make streets slower, quieter safer for children - people places
Tree canopy
Maintenance (ie. Fixing potholes)
traffic calming - bus routes - high pedestrian areas - schools - parks playgrounds - hospitals
reducing conflicts between cars + pedestrians
more bus lanes
ensuring that transit buses can easily turn corners
better + or reflective paint + overhead signage that lights up.
transit frequency + reliability
Solar lighting on pathways + parks
More biking + walking paths in the east side

incentives for bikes (ie. subsidy)
Sports cars + bikes creating noise pollution.
streets should not be for free advertising. too much sign clutter + pollution.
more separation between bikes + buses
Better Bike Path
safety! in crosswalks!
Better, higher quality materials ie asphalt for concrete long term
Parking is also a priority
Sidewalks on both side
Kensington Rd. → too many modal priorities on one street 19th St to 14 St N.W.
Ped crossing button that actually trigger light changes (69 Ave + Ogden Rd
Better education for drivers → ads
Resilient streets → heat islands → floods
Benches / places for people to sit Trees planter Odgen Rd pls - Acadia - Bonaventure - Fairmount + Elbow. keep priority for cars.
No streetlights or poles in middle of sidewalks
connected sidewalks esp. to shopping areas and all way down McLeod Trail
Ensuring streets + sidewalks are cleared + accessible
Crosswalks with lighting + RRFBS
Safer Crossings!
Consistency eg. why need bike lane in Seton shopping centre.
Repurpose parts of overbuilt roads → traffic calming → trees + green