

East Coventry Land Use Amendment

WHAT WE HEARD REPORT



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Introduction

The following report shares feedback received through the public engagement efforts for WestCreek Developments' proposed land use amendment for East Coventry.

The subject site is located east of the established community of Coventry Hills, near a tributary of Nose Creek. The proposed amendment would support the future development of a residential community on land currently designated for industrial uses.

Feedback received centred on the proposed conversion of the existing transit-only connection into an all-access public roadway. Community members expressed a mix of support and opposition, with supporters highlighting improved connectivity, access to Stoney Trail and emergency access, while those opposed cited concerns related to traffic volumes, shortcutting, pedestrian and school safety and maintaining the corridor's current function. Few comments addressed the broader residential proposal, with discussion largely focused on the transportation connection.

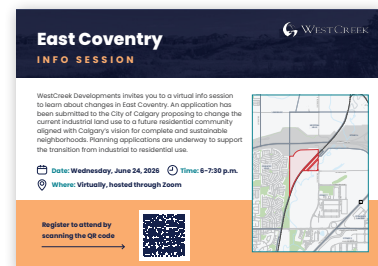


Outreach and Engagement

Outreach began in January 2026, when a notification letter was distributed to more than 500 homes near the existing transit-only connection, including homes on Coville Crescent, Covertown Heights and Coventry Hills Way. No inquiries were received following the distribution of the letter. Direct email outreach was also conducted with the Northern Hills Community Association, which represents Coventry Hills, and the Nose Creek Preservation Society, an advocacy group focused on the environmental health and conservation of Nose Creek.

Public engagement was undertaken to introduce the proposed East Coventry residential community and gather feedback on the application, with a particular focus on the proposed conversion of the existing transit-only connection between East Coventry and Coventry Hills into an all-access public road.

- **Direct stakeholder and resident outreach:** Notification letters were distributed in January 2026 to more than 500 homes near the existing transit-only connection in Coventry Hills. Direct email outreach was also conducted with key community and environmental stakeholder groups, including the Northern Hills Community Association and the Nose Creek Preservation Society.
- **Multi-channel public engagement program:** A comprehensive engagement campaign was implemented to inform the public about the proposed East Coventry development and roadway connection. Tactics included a project website, mailed invitational postcards, BOLD roadside signage, virtual engagement opportunities, and online feedback channels.
- **Virtual information sharing and feedback collection:** A virtual public information session was held on June 24, 2026, providing community members with an opportunity to learn about the project, ask questions, and provide input on the proposed roadway connection.
- **Community feedback solicitation and analysis:** Multiple avenues for public feedback were provided following the information session. The project team received 17 submitted feedback forms and one detailed written submission, which were reviewed to understand community perspectives on the proposal.



INVITATIONAL POSTCARDS



ROADSIDE SIGNAGE

What We Heard

Feedback findings from the public engagement program were received and analyzed through the following channels:

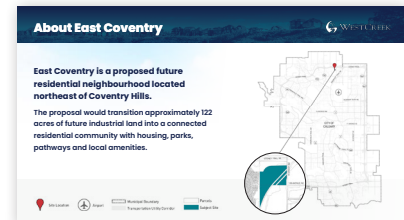
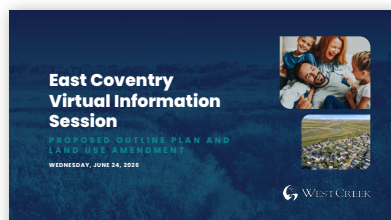
- Q&A discussion during the virtual information session
- Online feedback form
- Email outreach

Key themes included transportation, access and traffic impacts.

Virtual Information Session

Questions received during the online information session focused primarily on transportation and access, particularly the potential conversion of the transit-only corridor to a public road and the timing and funding of the 128 Avenue connection. Participants raised concerns about increased traffic, noise, safety, impacts on adjacent homes and potential effects on property values. Most questions sought additional information, while several conveyed skepticism or frustration, particularly from residents living along the proposed feeder route or next to the corridor. Support was also expressed, with one participant asking how they could help advance the project.

Other recurring topics included protection of the Nose Creek watershed, stormwater management, school capacity, community amenities, public green space, commercial uses, the approvals process and future engagement with affected residents. Participants also asked how Indigenous history associated with the East Nose Creek Valley would be recognized and preserved.



Feedback Form

Tools like online surveys and virtual sessions have varying levels of control over who participates. However, the online feedback form included a question to understand the participants relationship to the subject site. The following shares the connection of the responses received:



- 10 are residents of Coventry Hills
- 6 live along Coventry Hills Way
- 3 live on Coville Crescent
- 1 live on Coverton Heights
- 1 live in a nearby community
- 1 selected other

These results help indicate that of the 29 attendees of the information session, the 22 people who responded to this question, 90 per cent live in Coventry Hills and of those, 45 per cent live in nearby proximity to the transit-only link.

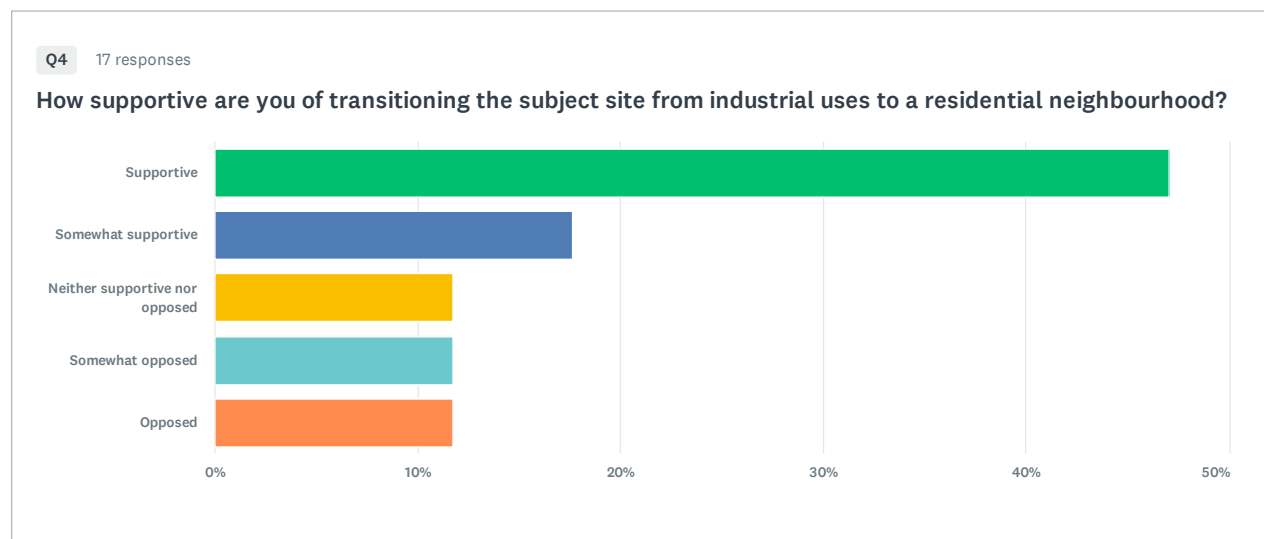
Overall, feedback received through the information session and online feedback form focused almost exclusively on the proposed roadway connection between East Coventry and Coventry Hills. A mix of support and opposition was expressed.

When asked, “How supportive are you of converting the transit-only connection into a public access road that would connect the two residential neighbourhoods and provide an alternative route to Stone Trail?” the 17 total responses from the online feedback form showed mixed support:

- **Strongly support – 6**
- **Somewhat support – 3**
- **Neither – 1**
- **Oppose – 5**
- **Need more info – 2**

Participants who supported the proposed connection cited improved neighbourhood connectivity, better access to Stoney Trail, reduced travel times, additional route options and improved emergency access. Those opposed expressed concerns related to increased traffic volumes, shortcutting through the existing neighbourhood, pedestrian and school safety, increased noise and impacts on adjacent homes. Several respondents also expressed a desire to preserve the existing transit-only function of the corridor.

In general, terms when assessing support for the land use amendment application and transitioning the use from industrial to residential, most, most respondents were supportive or somewhat supportive.

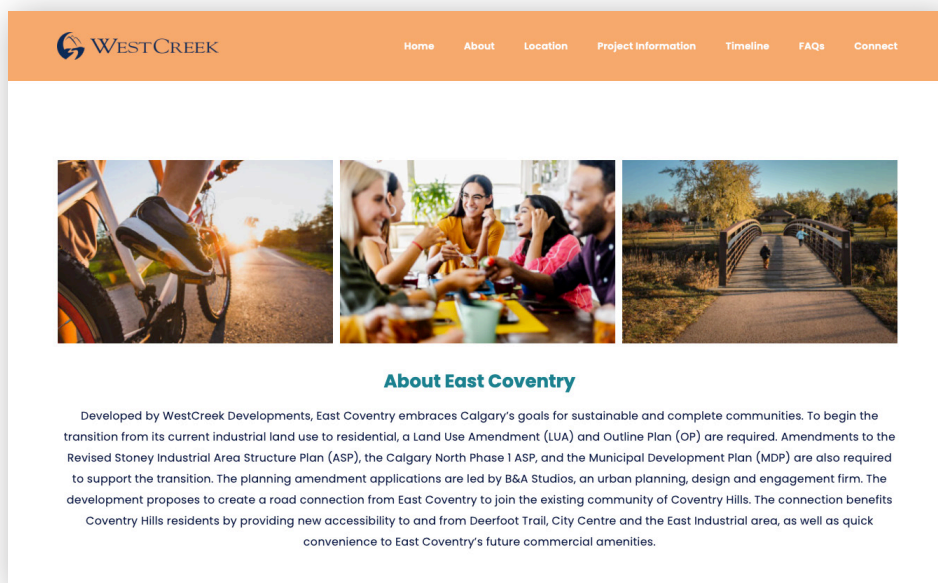


Overall, feedback centred on the proposed transportation connection rather than the broader residential proposal. Few comments addressed the proposed land use change, housing mix, parks, environmental reserve or community vision.

Detailed responses and all questions posed in the feedback form can be found in the **Appendix**.

Closing the Loop

All feedback has been documented and shared with the project team for consideration as the application proceeds through The City of Calgary's review process. We anticipate the application to go to the Calgary Planning Commission in the fall and to proceed to Public Hearing at Council in the winter. Interested parties who opted in to receive feedback will be updated as the application moves forward. The project website will continue to be updated in complement of the process.

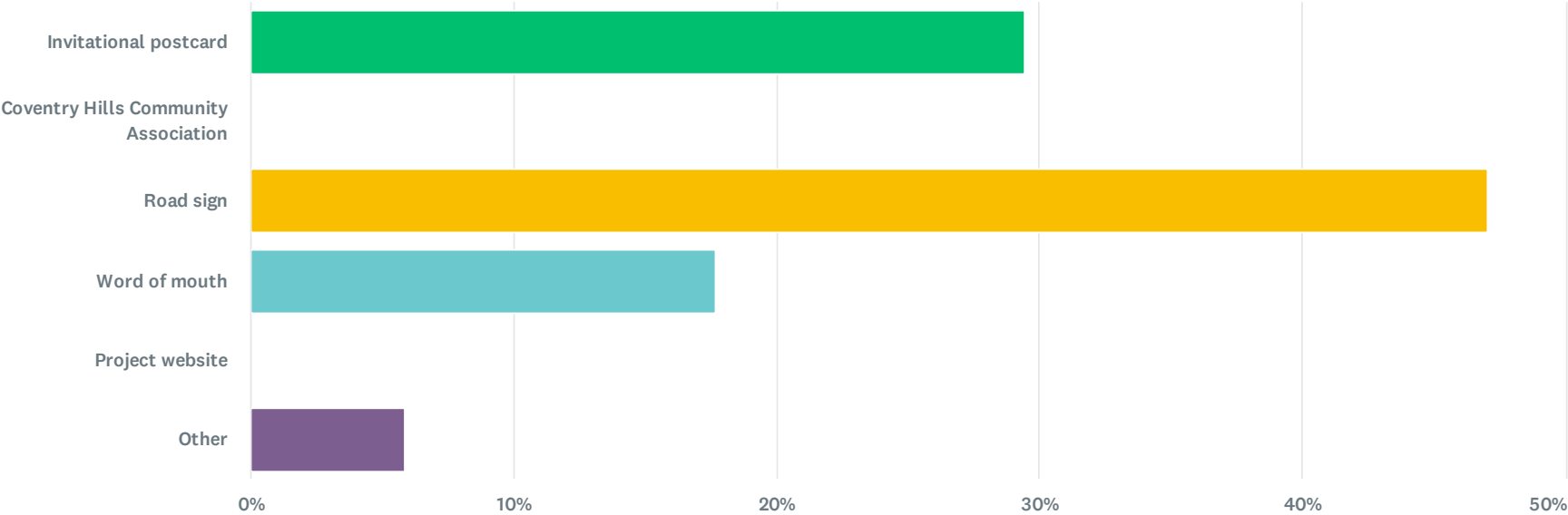


 **eastcoventry.ca**

East Coventry Feedback Form

Q1 17 responses

How did you hear about the info session?

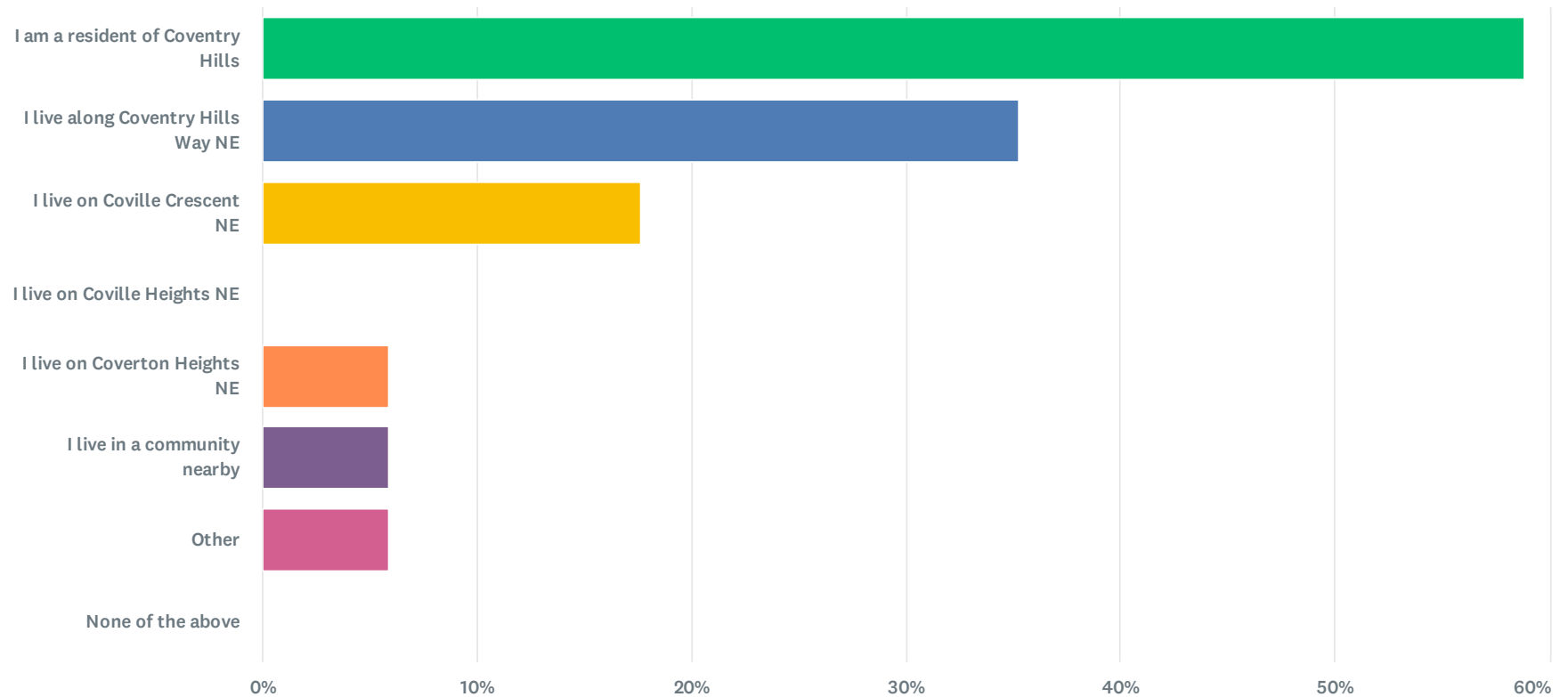


#	OTHER	DATE
1	long term research of city planning zoning proposals for access to Stoney Trail.	6/24/2026 6:50 PM

East Coventry Feedback Form

Q2 17 responses

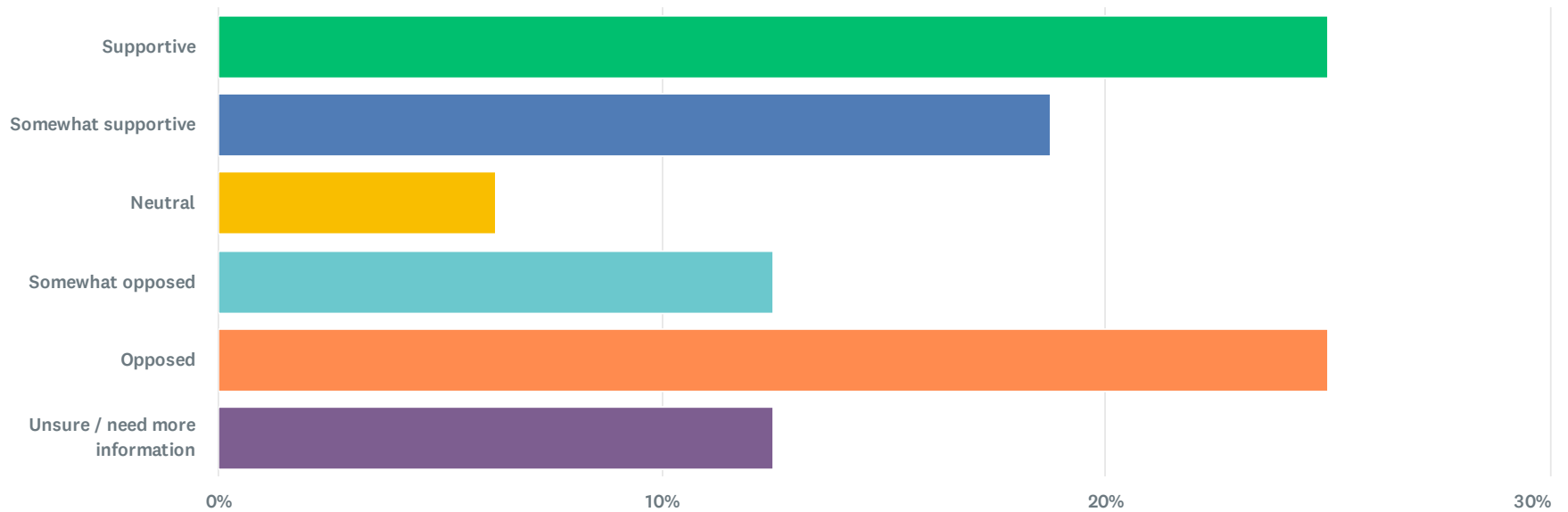
What is your connection to the subject site?



East Coventry Feedback Form

Q3 16 responses

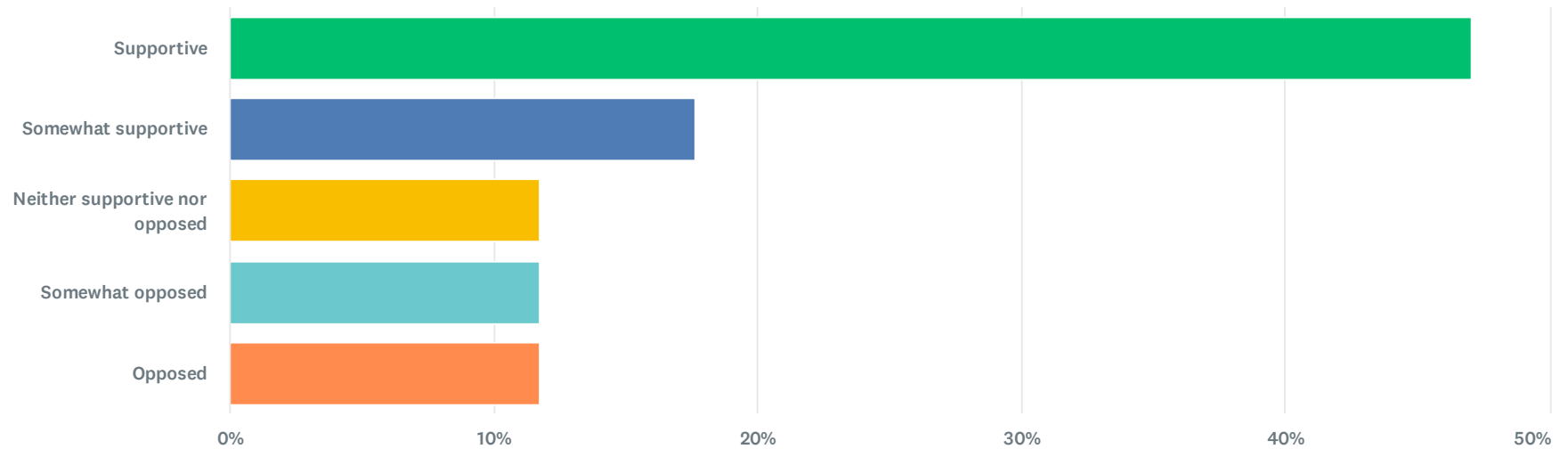
After receiving the information presented, how do you feel about the proposal overall?



East Coventry Feedback Form

Q4 17 responses

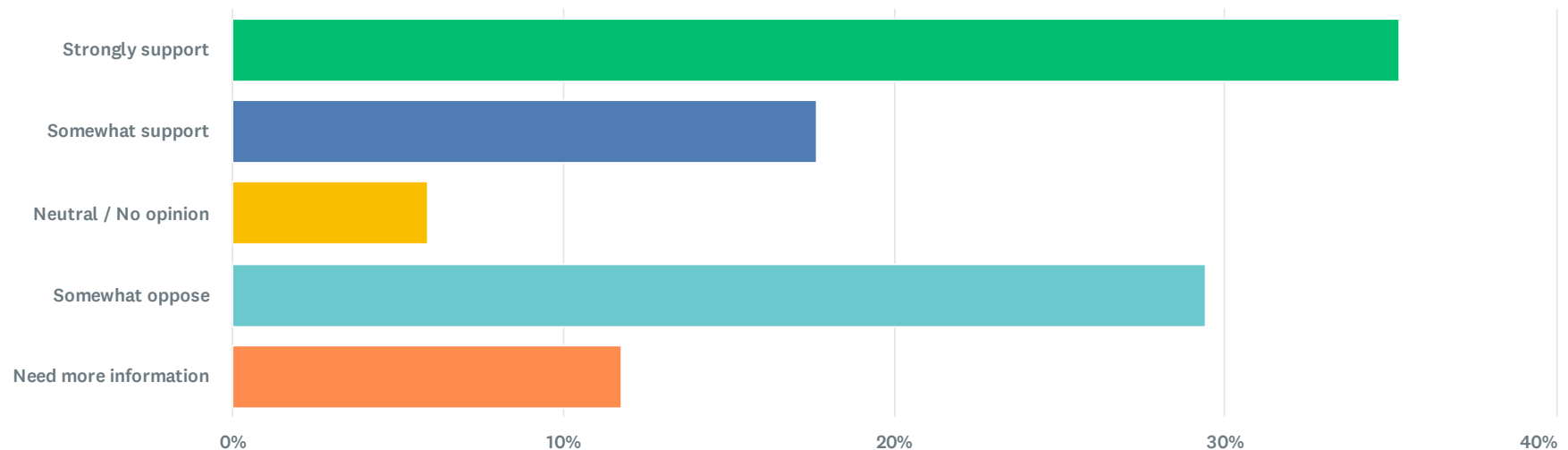
How supportive are you of transitioning the subject site from industrial uses to a residential neighbourhood?



East Coventry Feedback Form

Q5 17 responses

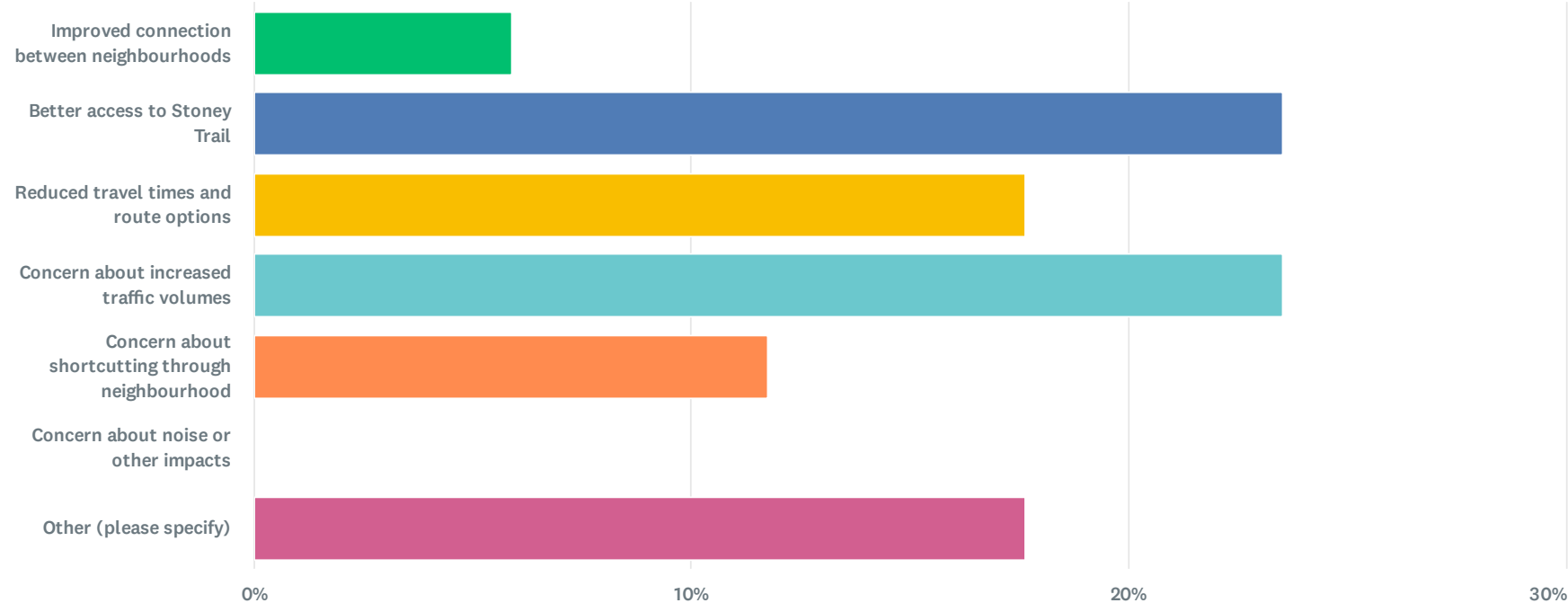
The Transit-only link between Coventry Hills and the project area has been approved by the City and will be built, regardless of the site's final land use (e.g. residential or industrial). The feedback below is specific to the potential conversion of the Transit-only link to a public access road. How supportive are you of converting the Transit-only connection into a public access road that would connect the two residential neighbourhoods and provide an alternative route to Stoney Trail?



East Coventry Feedback Form

Q6 17 responses

What is the primary reason for your response in Question 5?



#	OTHER (PLEASE SPECIFY)	DATE
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East Coventry Feedback Form

Q7 Please share any comments, questions or considerations you would like the project team to review as planning continues.

Answered: 12 Skipped: 5

#	RESPONSES	DATE
1	I believe saying during the presentation that the impact through the corridor would not be significant. Living along Coventry Hills Way I disagree with that assessment. You said there would be a potential of 650 homes in that area and this would definitely increase the usage up Coventry Hills way if there is only one direction out of that community.	7/3/2026 1:38 PM
2	Consider leaving a space for walking dogs and less traffic	7/2/2026 6:22 PM
3	The Calgary-Edmonton wagon trail, along with Indigenous sites are known to be present in the valley Please protect and flag them with information plaques as we are proud of our western heritage. The Nose Creek Preservation Society is also interested in creating a park in the valley, please design the community in a way that accommodates the park. There is also a move to create a trail that connect the community to Airdrie please accommodate for it, allow pathways for wildlife as many of them frequent the area, limit light pollution, an overpass or underpass across the rail tracks would also help prevent unfortunate accidents as many kids cross these tracks. I am unclear how you will limit noise pollution from the trains spilling over to the community.	6/30/2026 11:53 PM
4	I strongly opposed making the area in residential with train line, the aeroplane flight path, the creek, and three busy highways: stony trail, deer foot trail and country hills. That should only be considered for individual use only. Thank you, Chevonnie	6/30/2026 10:53 PM
5	As most of the proposed green space allocation is on the escarpment slope most of it will be unusable recreational grounds and therefore cause reliance and spillover into the neighbouring community spaces. Integrating into existing walking paths and or providing dedicated green spaces for the new community is essential rather than taking both the view and space from the current community.	6/24/2026 8:26 PM
6	I am definitely supportive of this land being used for residential rather than industrial. However, I would like to see even more of the area converted to parks, natural areas, or paths. From the detail provided so far, it seems like much of the currently planned natural area is the escarpment which isn't useful for much anyway. If more of the area were made into park space it could help mitigate some traffic increase concerns. Also is any pathway access from the community down the escarpment to the creek area being considered?	6/24/2026 7:13 PM
7	I do support the change to residential (I don't particularly want large trucks accessing the industrial area passing right by my house) but I am curious what you plan to do right behind my house at 149 Coville Cres...	6/24/2026 6:51 PM
8	As a resident of Coventry Hills, I have found the protracted drive through the neighborhood residential roads and school zones to reach Stoney to be inefficient and counter to a progressive urban design.	6/24/2026 6:50 PM
9	Would prefer non-corporate commercial businesses... and worry about lease agreements that limit competition by small local businesses. Can you avoid that type of agreement and instead encourage more community support instead of shareholder profits.	6/24/2026 6:45 PM

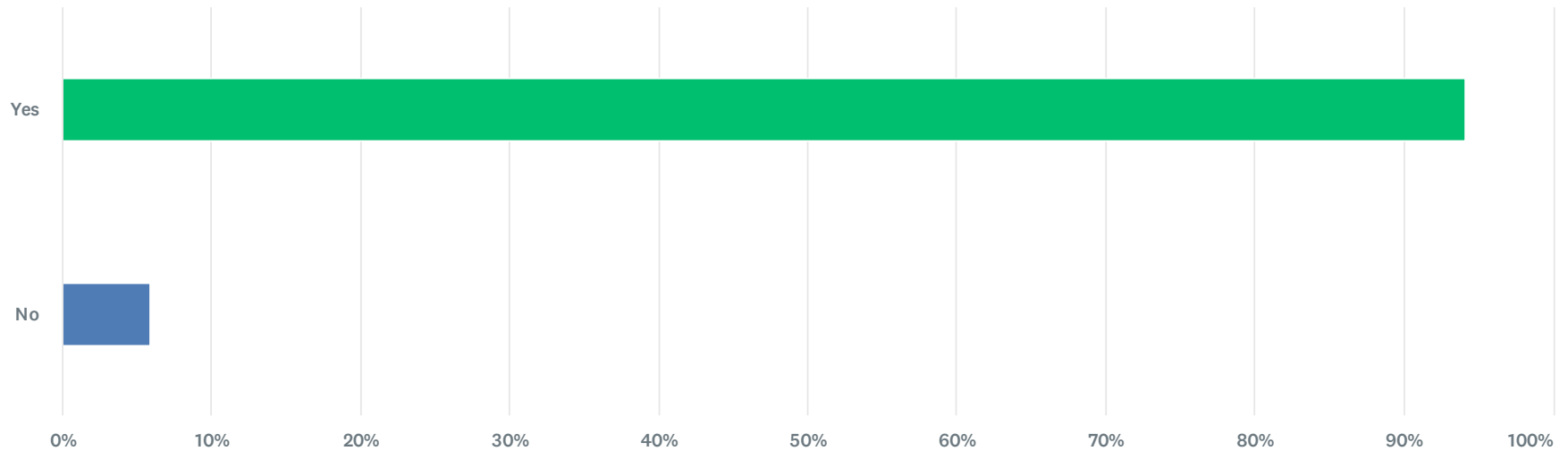
East Coventry Feedback Form

10	More exit and entry points help a community if an emergency occurs, or snow blocks regular routes. Thank you!	6/24/2026 6:22 PM
11	I am extremely concerned about the changing the transit only corridor to a roadway. Specifically the increased volume for those of us in the blue section, safety with a major intersection in an already high volume area and how the city said that the road would not be suitable for a connection to Stoney.	6/24/2026 6:20 PM
12	What are your future plans to continue to push this project? I would like to continue to support, this idea makes a lot of sense to me.	6/24/2026 6:20 PM

East Coventry Feedback Form

Q8 17 responses

Would you like to receive future project updates?





WEST CREEK