

**MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 15P2018**

MAP 22W

EXECUTIVE SUMMARY

This policy amendment seeks to amend the West Springs Area Structure Plan (ASP) to create an urban neighbourhood (West Springs North Neighbourhood) of approximately 34 hectares (84 acres) in the north central portion of the existing ASP. The amendment sets out a vision for the neighbourhood to serve as an activity centre that will support long-term population and employment growth for the West Springs community.

The West Springs North Neighbourhood amendment area is forecasted to accommodate approximately 3,400 people in 1,800 units. Approximately 3,550 jobs are forecasted for the area through office, institutional (medical and educational), and commercial uses. This translates to 53 units per hectare (22 units per acre) and an intensity (people and jobs per gross developable hectare) of 204.

Two concurrent applications for Land Use Amendment and Outline Plan within the amendment area have been submitted in alignment with the proposed West Springs Area Structure Plan amendment, and appear before Calgary Planning Commission on the same agenda.

PREVIOUS COUNCIL DIRECTION

On 05 December 2016, initiated by Councillor Pootmans, Council approved Notice of Motion NM2016-34.

ADOPT, Moved by Councillor Pootmans, Seconded by Councillor Magliocca, that Councillor Pootmans' Motion, NM2016-34 be adopted, as follows:

NOW THEREFORE BE IT RESOLVED that Council direct Administration to undertake an amendment to the West Springs Area Structure Plan to include:

- a) The lands comprised of approximately 31 Hectares of land located as follows ("the Subject Lands"):
719, 720, 739, 740, 759, 760, 779, 780, 820, 836 and 840 — 81 Street SW;
7877 Old Banff Coach Road SW; and
741, 761, 781, 821 and 841 — 77 Street SW; and
- b) Any additional undeveloped lands that are contiguous to the Subject Lands, subject to the voluntary participation of the landowners thereto;

AND FURTHER BE IT RESOLVED that Council direct Administration to enter into the City of Calgary agreement for a Developer Funded Area Structure Plan with the corresponding landowners.

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ADMINISTRATION RECOMMENDATION(S)

2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 15P2018; and

1. **ADOPT** the proposed amendments to the West Springs Area Structure Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 15P2018.

REASON(S) FOR RECOMMENDATION:

The proposed amendments to the West Springs ASP will better align future development possibilities with key directions of the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP). The proposed Plan amendments create a more complete community by providing a wide choice of housing and densities that encourage social diversity and community amenities and services. Further, mobility options in the area are enhanced by enabling compact developments with a broad range of uses that allow the area to be transit supportive and better connected through a grid street network and regional pathways. The amendments also encourage the efficient use of lands by allowing intensification of areas where the primary focus is on multi-residential and mixed-use areas.

The current West Springs ASP limits development to densities which are below MDP targets for new community development. This ASP amendment facilitates comprehensive development of an activity centre that will support long-term population and employment growth for the West Springs community, and provide local amenities that are currently lacking in the area. New policies provide clear direction to enable a vibrant new mixed-use neighbourhood that is sensitive to the existing context through its built form and public realm requirements.

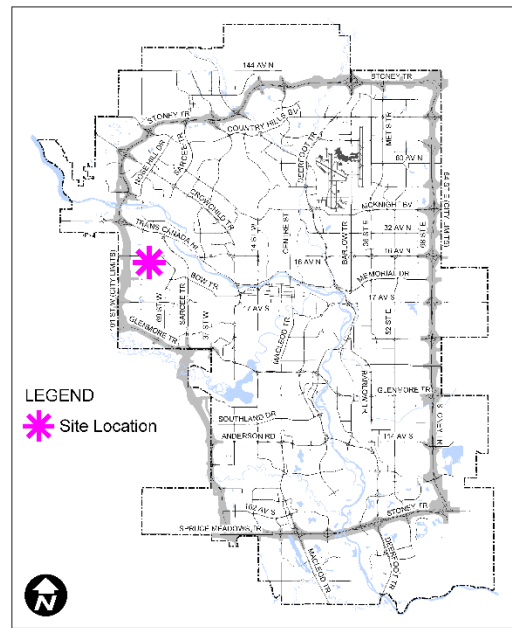
ATTACHMENTS

1. Proposed Bylaw 15P2018
2. Public Submissions

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LOCATION MAP



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the West Springs Area Structure Plan (APPENDIX II).

Moved by: L. Juan
Absent: A. Palmiere

Carried: 8 – 0

2017 December 14

MOTION: The Calgary Planning Commission accepted correspondence from:

- Shane Weimer dated 2017 December 12;

as distributed, and directs it to be included in the report as APPENDIX IX.

Moved by: J. Scott
Absent: A. Palmiere

Carried: 7 – 1
Opposed: J. Gondek

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PLANNING EVALUATION

SITE CONTEXT

Located in the southwest quadrant of Calgary, the community of West Springs has an estimated 2017 population of 10,031 residents. The West Springs Area Structure Plan (ASP) is bounded by Old Banff Coach Road SW to the north, the 69 Street SW road alignment to the east, Bow Trail SW to the south, and the future Transportation Utility Corridor (TUC) to the west. The ASP covers approximately 370 hectares (915 acres) of land. The communities of Aspen Woods, Cougar Ridge, Coach Hill, and Patterson are West Springs' neighbouring communities and Rocky View County is located to the west.

The focus of this ASP amendment is the addition of a new neighbourhood plan to accommodate a vibrant mixed-use activity centre in the north central area of West Springs. The West Springs North Neighbourhood comprises an existing rural residential setting of predominantly country residential acreages developed with single detached dwellings and accessory buildings. The West Springs North Neighbourhood is bound by Old Banff Coach Road SW to the north, 77 Street SW to the east, the subdivision of West Park to the south, and commercial development to the west. Existing development in the area consists of single detached dwellings to the north, east, and south, and commercial development and places of worship to the west. The area is relatively flat, with a gentle slope from west to east. The North Neighbourhood contains approximately 34 hectares \pm (84 acres \pm) of land.

West Springs was part of an annexation from Rocky View County in 1995, which included the areas now known as Cougar Ridge, West Springs, Aspen Woods, Springbank Hill, and Discovery Ridge. Development in the West Springs community has largely been completed in the form of single detached dwellings. Pockets of fragmented parcels of country residential acreages remain, which has made comprehensive development beyond single detached dwellings challenging.

A recent assembly of land under one landowner, within the West Springs North Neighbourhood, created the opportunity for development of a master planned neighbourhood and alignment of future growth with MDP objectives. Council directed this work take place under the Developer-Funded ASP model. An adjacent landowner subsequently joined into the amendment process.

The areas surrounding the North Neighbourhood were built out to densities that are too low for the provision of efficient transit service and below current MDP density targets. Existing policies offered limited support for land uses other than similar low density residential uses. Other development constraints include fragmented land ownership and a residential road network consisting of cul-de-sacs and p-loops that limits opportunities for pedestrian connections and future redevelopment.

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Council granted land use approval (LOC2014-0008) to the “Gateway” development in May of 2015. Located on Westward Avenue SW, just east of 85 Street SW, and immediately to the west of the subject lands, this development represents a change from the typical low density residential development of the area. It acts as an entrance to the North Neighbourhood, and is therefore a precursor to future proposed development in the area. The first approved development permit (DP2015-3187) consists of two mixed-use buildings with a total of 216 units and approximately 1,950 square metres of commercial/retail space, and is currently under construction with an anticipated completion date of 2019. It is the proposed extension of this scope of development throughout the plan area that requires a major amendment to the ASP.

Two concurrent applications (LOC2017-0058; LOC2016-0243) for Land Use Amendment and Outline Plan have been submitted; one for 21.89 hectares \pm (54.10 acres \pm), and another for 3.89 hectares \pm (9.61 acres \pm); both within the North Neighbourhood ASP amendment area. Analysis of these applications has helped inform the ASP amendments (and vice versa), and they will accompany the ASP amendment to both Planning Commission and Council Public Hearing.

PROPOSED WEST SPRINGS ASP AMENDMENT CONTENT (refer to APPENDIX II)

The West Springs North Neighbourhood is forecasted to accommodate approximately 3,400 people within 1,800 units. Approximately 3,550 jobs are forecasted for the area through office, institutional (medical and educational), and commercial uses. This translates to 53 units per hectare (22 units per acre) and an intensity (people and jobs per gross developable hectare) of 204 and is a marked change from the current ASP thresholds (see table below).

The proposed West Springs ASP amendment is intended to provide a new neighbourhood vision and policy focus that enables undeveloped and underdeveloped areas within the West Springs North Neighbourhood to develop as a vibrant mixed-use neighbourhood. The proposed amendment better aligns with MDP and CTP objectives that call for compact and connected neighbourhood areas. It also provides a land use framework and ASP policies that will streamline the review of future applications while outlining infrastructure requirements for landowners within the Plan Area.

Remaining Buildout for subject lands

	existing ASP (2012)	amended ASP (2017)
Residential Units	605	1800
Residents	1,943	3400
Employees	74	3550
Intensity (jobs & population/ha)	24	204

subject land area: 34 hectares/84 acres

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One of the goals of this ASP amendment was to prepare policy for a master planned neighbourhood while limiting amendments for the remainder of the plan area. The solution was to combine the existing Regulatory Process and Implementation sections and move them to the end of the ASP document and to then add a section for the West Springs North Neighbourhood. The look and format of the ASP was also updated to reflect new City of Calgary document standards.

Executive Summary, Introduction and Land Use Concept (pages 8 to 15)

These sections of the West Springs ASP were updated to reflect updated density and intensity statistics, and to add the new North Neighbourhood and Land Use Concept. The current land use concept includes the transportation concept, while the proposed amendment separates the two to facilitate readability. The proposed land use concept also identifies an area as the West Springs North Neighbourhood, but excludes land use building blocks for the neighbourhood. And finally, the existing section 3.0 which dealt with the regulatory process was renamed, edited and moved to Section 13.0

West Springs North Neighbourhood Section 4.0 (pages 16 to 30)

This part of the West Springs ASP is new and was created to give detailed policy for the West Springs North Neighbourhood. The section, planned at the neighbourhood level, allows for a modern, high-intensity, mixed-use, transit-supportive community focused on providing local amenities and employment in a new community context.

The neighbourhood plan is designed to:

- Create transitions of built form and density that will be sensitive to existing development;
- Provide a central mixed-use neighbourhood main street that provides a vibrant public realm and creates an active and safe street throughout the day;
- Introduce uses that will generate employment within the community;
- Encourage a range of housing types, from single detached dwellings to multi-residential, creating housing choices for a variety of residents;
- Create higher densities and a central transit-supportive hub that will support an efficient and convenient transit system that ties in to the regional network;
- Provide a walkable grid network that provides added connectivity throughout the community and to adjacent neighbourhoods; and
- Support a large central park with varied programming that encourages a diverse range of users and creates a gathering place that can instill a sense of community.

While neither the New Community Guidebook (as West Springs is largely built out) nor the Developed Areas Guidebook (as West Springs is not within the Developed Areas) are directly applicable to the proposed ASP amendment, there is merit in using a similar approach to policy

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development as done with the DAG. Consequently, appropriate building blocks and policies were selected from the DAG and tailored specifically for the North Neighbourhood. The Building Block configuration can be found on Map 3 of the revised ASP. Related Building Height is in Map 4 and Building Densities in Map 5.

Taken together, the maps create a neighbourhood structure that puts the highest, most dense uses on the main neighbourhood artery, and transitions the intensity of use, density and height downward to the existing adjacent residential development.

Six building blocks are proposed:

Community – Centre

The Community – Centre building block will accommodate a higher density mix of uses including residential, office and retail uses. This building block generally has taller buildings with wider sidewalks and buildings set close to the public realm. Higher intensity uses can provide a regional draw and will help generate daytime and evening activity. Both a vertical and horizontal mix of uses is appropriate.

Community – Mid-Rise

The Community – Mid-Rise building block consists of mid-rise building types that accommodate a range of retail, service, office, institutional and residential uses. This block is appropriate for most areas where a horizontal and vertical mix of uses is desired.

Neighbourhood – Mid-Rise

The Neighbourhood - Mid-Rise building block creates an additional transition between low-rise residential and the more intense mixed-use Community – Centre area and accommodates mid-rise multi-residential development.

Neighbourhood – Low-Rise

The Neighbourhood – Low-Rise building block creates a transition between low-density residential housing and more intense development within the North Neighbourhood. This building block encourages a mix of ground-oriented housing types including but not limited to low-rise multi-residential buildings, townhouses, rowhouses, live-work units, semi-detached dwellings, and duplexes.

Neighbourhood – Limited

The Neighbourhood – Limited building block allows for sensitive low-density housing to complement the existing adjacent residences. Moderate intensification in this area respects the existing character of the area to ensure compatibility with the surrounding community. Appropriately scaled ancillary buildings and backyard suites are accommodated. This building block also includes community support uses such as parks to serve local residents.

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Employment – Intensive

The Employment – Intensive building block accommodates a high volume of employment uses that are supported by excellent transit service. Development within this building block will consist of campus-style office development or institutional uses. Complementary uses that support office or institutional jobs will be supported, but large commercial retail developments will not be allowed.

The employment uses are integral to the establishment of a complete community. They also ensure traffic counter-flow that offsets the impact of denser residential development. Through policy, these uses are to be developed in conjunction with the residential uses and cannot be left until the final stages of development of the neighbourhood. This ensures that residential development is not completely built out without the offsetting or complementary benefits of employment uses. While Administration did consider more stringent policy that tied the approval of specific numbers of dwelling units to the completed development of employment uses, evaluation of these policies indicated that they were not economically realistic. The result is additional policy wording (section 4.5.1) that allows the employment/residential mix to be considered at every application.

Additional policies

To ensure that the built form achieves the goal of creating a vibrant, walkable neighbourhood, buildings on the main arterial street must provide active frontages. To that end, policies limiting large uses and encouraging shallow setbacks, building articulation and active uses have been added.

Community Core, Neighbourhood Nodes, Mixed Use Area and Neighbourhood Areas (pages 31 to 47)

These sections were left alone, except for some minor housekeeping edits.

Open Space Section 9.0 (pages 48 to 53)

This section was updated to expand the size limits for Community Amenity Spaces and to remove outdated policy on Stormwater Ponds.

Transportation Section 10.0 (pages 54 to 58)

A major update to this section was undertaken to enshrine a list of required infrastructure projects, and to mandate the approval of future applications be tied to the construction of this infrastructure. Policies were also added to outline the location and design of the Transit Centre. Other minor revisions were made to this section to alter wording around traffic calming, private pathway maintenance and transit shelters, and to update both the Transit and general Transportation maps.

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Servicing Section 11.0 (pages 59 to 60)

The servicing section was updated to reflect the now largely built-up nature of the community, and to update policy dealing with storm and sanitary servicing.

Greening Communities Section 12.0 (pages 61 to 64)

This section was subject to only a minor housekeeping edit for proper numbering.

Implementation Section 13.0 (pages 65 to 67)

This section is a combination of existing document's Section 3.0 Regulatory Process and Appendix A: Implementing the Plan, rewritten to reflect the changes in legislation since the creation of the original ASP. Reference to the South Saskatchewan Regional Plan and the Growth Management Board have been added. Also, further direction on the phasing of development approvals relative to the construction of transportation infrastructure has been placed here.

Glossary Section 14.0 (pages 68 to 69)

The Glossary section, formerly found in Appendix B in the existing document, has had those definitions which are no longer relevant, or which can be found in the MDP removed.

APPENDIX

As a result of the other edits to the document, the only Appendix remaining deals with Community Facilities and remains unaltered.

The full list of amendments is found in APPENDIX II.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

Municipal Development Plan (2009)

The site is located within a "Residential Developing – Planned Greenfield with Area Structure Plan (ASP)" area on the Urban Structure Map (Map 1) in the Municipal Development Plan (MDP). While the MDP makes no specific reference to this site, the land use proposal is consistent with MDP policies including the Developing Residential Communities policies

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(subsection 3.6.1).

The proposed intensity of development is approximately 200 jobs and people per gross developable hectare. This places the proposal within the threshold of a Major Activity Centre (MAC). By providing sufficient land area and densities, implementation of a broad range of land uses, and by appropriately transitioning densities and building scale to adjacent land uses and development, the proposed amendment conforms with the policies and criteria for MACs. While the subject site is currently not served by Primary Transit, there will be good connections to the 69 Street LRT station. As development is realized, transit service improvements are anticipated to improve modal split and accommodate increased demand.

TRANSPORTATION NETWORKS

The increased density proposed within the amendment has significant impacts on the local transportation network and thus requires a series of improvements to accommodate full build-out. As many of these infrastructure projects will eventually be required as a part of the City's natural growth and evolution regardless of the proposed ASP amendments, Administration supports the increased density with a phased approach that allows build-out to proceed as required transportation infrastructure is constructed. The need for infrastructure will be evaluated at every application step (Outline Plan, Tentative Plan or Development Permit). A list of improvements, current funding status and responsibility are listed in the table below:

Description	Funding Status	Funding Responsibility	Notes (all costs are Class 5 estimates [+100% to -50%])
Construction of West Calgary Ring Road/Stoney Trail	Unfunded	Alberta Transportation	
Interchange at Bow Trail and Sarcee Trail SW	Unfunded	City of Calgary	Approximate cost: \$100 million
Significant modal change to Transit	Unfunded	City of Calgary / Developer	Includes Transit Centre. Approximate cost \$6.3 million
Bow Trail widening from 2 to 4 lanes	Funded	City of Calgary	includes intersection improvements at 85 St SW and Bow Trail SW; approximate cost: \$16 million
Bow Trail widening from 4 to 6 lanes	Unfunded	City of Calgary	Cost: \$16 million
Widening of Sarcee Trail SW to 6 lanes	Unfunded	City of Calgary	Cost to be determined upon Functional Plan analysis
Intersection improvements to Old Banff Coach Road SW and 85 Street SW	Funded by Developer	Developer	Minor improvement to signal timing and geometry (EB to SB right turn and thru lanes)

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Intersection improvements to Old Banff Coach Road SW and Bow Trail SW	Funded by Developer	Developer	Minor improvements to signal timing and geometry (NB to WB left turn)
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Policy has been added to the Transportation section (Section 10) that both enshrines the list of required infrastructure, and mandates the approval of future applications be tied to the construction of these projects.

The City is scheduled to undertake work on the planned Bow Trail widening from 2 to 4 lanes in 2018. In line with the approach of the ASP amendments, a maximum of 600 residential units is allowed within the overall West Springs ASP area with the construction of this road widening. The concurrent Outline Plan applications which accompany the ASP amendment have been conditioned to reflect this. Ensuing Tentative Plan applications will be assessed on a first-come, first-serve basis as to the allotment of these 600 units.

With the additional uses and density, it is envisioned that the West Springs North Neighbourhood will eventually be served by a network of transit routes providing fast and convenient connections both within the Plan Area and beyond it to enable public transit as the preferred mobility choice for more people. A new Transit Centre will be provided to further encourage transit use through improved waiting amenities and being at the heart of the new neighbourhood.

UTILITIES & SERVICING

Administration considered the potential implications for City capital and maintenance obligations due to the increased intensity proposed by the development. The need for new capital expenditures was not identified by any City department.

Transit operational requirements such as queue jumps, additional buses and the proposed Transit Centre are envisioned to be in line with typical costs and aligned with anticipated revenue or returns.

Storm water infrastructure is required to service the amendment area. A storm water pond located in the central portion of the plan area is proposed to handle storm water run-off that will be created by the eventual development of the subject area. A Staged Master Drainage Plan (SMDP) has been submitted and is under review as part of the Outline Plan.

It is anticipated there will be higher maintenance costs associated with the central park concept where the design sees some storm water events inundate MR space. Through the subdivision process, the developer has committed to working with the City on an acceptable security and funding program for the park space to offset the additional costs. At this point, the specific design of the park space is not yet certain, making it unrealistic to determine costs associated with additional maintenance.

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Water deep utility services are available with extensions from 81 Street SW and extensions from Old Banff Coach Road SW. Sanitary deep utility services are available with extensions from 81 Street SW and 77 Street SW. Storm drainage will be collected by the future storm pond infrastructure that is still under design review between the applicants and City business units. The revised SMDP needs to be approved by Water Resources for the storm pond design.

ENVIRONMENTAL ISSUES

A Phase I Environmental Site Assessment was submitted. No significant issues were identified.

ENVIRONMENTAL SUSTAINABILITY

Existing Greening Communities policies (section 12.0) in the West Springs ASP encourage the use of renewable energy, a healthy and viable urban forest, efficient subdivision and development design using passive energy, and water conservation through landscaping and rain water collection.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter in general support of the proposed amendment (in combination with comments on the Outline Plan) from the West Springs/Cougar Ridge Community Association on 2017 November 01 (APPENDIX III).

Reasons stated for support are summarized as follows:

- Increase in density will help create a prosperous and sustainable community, and support enrolment for schools, healthy businesses, enhanced transit, and better connectivity within and outside the community;
- Mix of housing options will support aging in place; and
- Conceptual plans for central park include attractive Public Utility Lot design.

General comments and suggestions received by the Community Association are summarized as follows:

- Would like planning for traffic to be holistic, and not just for a 2 to 3 hour window in the morning;
- Underground parking provided for all buildings;
- Architectural controls to existing community standards or higher;

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- Building heights along Old Banff Coach Road SW should be stepped back for any building height above 3 storeys;
- Blanket approval for rooftop solar panels, geothermal solutions, rooftop gardens for buildings over 2 storeys;
- Encourage possible relaxations for building heights in central portion of plan area to allow for higher built forms; and
- Westward as a naming convention for streets sounds too much like Westwinds, and another name should be considered.

Public Meetings

It should be noted that the applicants conducted their own extensive engagement for a number of years prior to submission of their application to the City and continued communications with the community throughout the process. This engagement was separate from the City-led engagement.

City Led Engagement

Engagement strategy

A comprehensive engagement strategy was developed to facilitate multiple touch points and ensure inclusivity for all who wanted to provide input and learn about the proposed West Springs ASP amendment. The Engage spectrum level for this project was 'Listen and Learn' which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas."

For this project, Administration took a multi-phased engagement approach that included three phases of engagement with multiple opportunities, in-person and online, between April and December 2017.

The goals of the phased approach and the overall engagement program were to:

- Inform the community about The City's planning process and an overview of this project;
- Answer questions about The City's planning processes, the current ASP and future changes to the ASP;
- Gather a high-level understanding of issues and concerns to better assess the current and future ASP and determine future phases of engagement; and
- Evaluate the revisions against the community input and concerns that were provided throughout the program.

Engagement overview

Over the course of the phased engagement program for the West Springs ASP amendment, Administration engaged with 1,017 people (not including the final information sessions), at six in-person events and through two separate online opportunities and collected a total of

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2,503 comments and ideas.

Overall, there was a high level of interest in the proposed application and a wide range of input was received from the community throughout the engagement program. Themes are detailed below by each phase.

Phase one: issues scoping

Two in-person open houses and an online survey opportunity was provided to citizens in April 2017. The purpose of this phase was to develop a high-level understanding of the issues and concerns with the application, to inform our future phase of engagement.

- Two in-person open houses were held on April 4 and 6 at the West Springs Free Methodist Church
 - 300 people attended the open houses.
- One online survey made available from April 3 to 10, 2017
 - 271 completed survey responses.

In total, 1549 comments and ideas were collected through phase one.

Phase one: what we heard

Some of the main themes that emerged from the comments gathered in phase one were:

- Concern that infrastructure and amenities (roads, transit, schools, etc.) that currently exist in the community are inefficient and not equipped to handle an increase in density.
- A desire to improve or increase the amount of open space and connectivity (pathways, bikeways, sidewalks).
- Concern around the proposed increase in density and the impacts it will have on quality of life and adjacent development (light, views, noise, etc.).
- A desire for more formal recreational amenities and specific programming (fields, rinks, gardens, community centres).

Phase two: revision evaluation

Two in-person open houses and an online survey opportunity was provided to citizens in October 2017. The purpose of this second phase of engagement was to share the revised changes and to gather input on the proposed changes and determine if there are still any outstanding community concerns.

- Two in-person open houses were held on October 19 and 21 at Calgary French and

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- International School
 - 277 people attended the open houses.
- One online survey made available from October 19 to 29
 - 169 completed survey responses.

In total, 954 comments and ideas were collected through phase two of engagement.

Phase two: what we heard

Some of the main themes that emerged through the comments gathered in phase two were:

- Citizens feel that the density is still too high for the area and is not compatible with the surrounding area.
- Citizens feel the reduction in height was not sufficient, specifically along 77 Street SW. Some feel that single detached homes are more appropriate for the area as outlined in the original Area Structure Plan.
- Citizens reiterated the importance of the transportation improvements shared by The City and stressed the importance of these being completed prior to any additional density being added to the area. Citizens had uncertainty about these improvements and would also like to see more details shared about these.

Phase three: information sharing

Two in-person information sessions to share the final amendments, a summary of what has changed, a summary of engagement and information on how to participate at the Public Hearing of council was held on December 5 and 6 at the Calgary French and International School. The information sessions had not occurred at the time of report finalization; therefore, Administration does not have attendance numbers to share in this report.

Communications overview

A comprehensive communications plan was developed to inform the community about the project and all of our engagement opportunities. Ongoing tactics employed throughout the life of the project have included:

- Project specific website (calgary.ca/westspringsasp) that shares information and background about the project. The website also includes a summary of previous engagement activities and notice about upcoming activities taking place in the community.
- Ongoing emails to the community members subscribed to our email list, sharing project information and engagement details.
- Regular and on-going communications with the Community Associations and the

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Councillor's Office.

For each phase of engagement the following communications tactics were employed to promote participation in Administration's various engagement opportunities:

- Twitter and Facebook advertisement campaigns.
- Large traffic signs placed at high-traffic intersections in the community.
- Post card mail outs to surrounding area residents.
- Information was also shared to external email lists via the Councillor's Office, Community Associations and the developer.
- Gather a high-level understanding of issues and concerns to better assess the the current and future ASP and determine future phases of engagement.
- Evaluate the revisions against the community input and concerns that were provided throughout the program.

Administration shared many of the same concerns as those expressed by citizens through engagement. Therefore, the overall density of the proposal was reduced by approximately one third, and mechanisms put in place to ensure that the traffic impacts of increased density could be managed through the phasing of infrastructure. Furthermore, the heights of buildings along the edges were reduced to allow for better transitions with the existing context.

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APPENDIX I

APPLICANT'S SUBMISSION

Located within the mostly developed communities of West Springs/Cougar Ridge, the West District Plan Area is approximately 94 acres (38 hectares) in size and is generally described as lands located south of Old Banff Coach Road SW, east of 85 Street SW, west of 77 Street SW and north of 9 Avenue SW that have not developed to an urban standard.

West District is proposed as an Activity Centre for west Calgary. It is envisioned as a higher-intensity, mixed-use, compact and transit-supportive node that is described in the Municipal Development Plan as an "urban centre" for a sub-region of the City that provides opportunities for people to work, live, shop, recreate, be entertained and meet their daily needs.

Truman Development Corporation owns a majority portion (approximately 70 percent, or 65 acres) of the lands within the West District Plan Area. Truman has undertaken a developer-led comprehensive land use redesignation and outline planning effort, as well as engaged in a Council-directed and developer-funded Area Structure Plan Amendment (West Springs ASP). They have collaborated with other landowners within the Plan Area to realize this vision.

This large area of adjoining lands is one of the last large pockets of undeveloped land in the region. Due to the historical subdivision character of the area, the surrounding lands are heavily fragmented and this has resulted in a pattern of development that has primarily been incremental, ad hoc, low-density and single use. This large land assembly is a unique opportunity to plan comprehensively and to sensitively intensify the overall number of people and jobs in the region and have a significant impact in implementing The City Council's Municipal Development Plan goals.

The Plan Area is within a region of the City that has already been serviced to an urban standard. Deep servicing infrastructure has been established, with existing capacity and ability to tie-in to those regional systems. A good network of arterial and major roads exist and the regional transportation network will be further enhanced by the future development of the west leg of Stoney Trail, as well as other regional infrastructure upgrades over time. Increasing the intensity of people and jobs in the Plan Area allows for developer-led enhancements of the area transit service primarily tied to the West LRT at 69 Street Station. With its west Calgary location, approximately 9 kilometers from the City Centre, the Plan Area has excellent commuting access to the City's primary employment hub. The West District land use and mobility concept contemplates good connectivity and a high quality public realm through a porous, walkable, and transit supportive street grid, and pedestrian friendly streetscapes.

In addition a mixed-use Main Street corridor at the heart of the plan, the intent is to create an employment backbone for the Activity Centre -- a local hub of employment uses is proposed to accommodate a range of small to large commercial-office users, as well as institutional users

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(i.e., medical and educational). To diversify the existing primarily single-detached housing Plan Area edge context, a complementary range of multi-family dwelling types is proposed such as townhomes and stacked townhouses. Higher density and taller mid-rise building forms required to achieve a critical mass of people will be concentrated within the core of Plan Area and the mixed-use corridor, away from the existing established lower-profile community edges.

A large central open space, fully-integrated with stormwater management infrastructure, is envisioned as multi-functional with attractions and events that will draw people, days and evenings, all year long. A hybrid of community park and functional infrastructure, it will be a celebrated destination park for those who live and work within the Activity Centre, as well as the greater community.

Through 2017 and over the course of the comprehensive application review by The City of Calgary Administration, the original intensity of the application has been reduced by approximately thirty-five percent (35%) to satisfy regional transportation infrastructure capacity considerations for full build-out (anticipated to be approximately 20 years). As many of the transportation infrastructure improvements will eventually be required as part of The City's natural growth and evolution, Administration supports the related West Springs Area Structure Plan (ASP) Amendment with a phased approach that allows build-out within the ASP area to proceed as required transportation infrastructure is constructed. This will be evaluated at every application step (Outline Plan, Tentative Plan and Development Permit).

Current application summary information can be found at: <http://www.westdistrict.ca/>

Applicant-led Engagement Summary

While Truman & Team actively participated in all stages of the City-led engagement process, Applicant-led engagement began in 2014. Truman & Team wanted to approach engagement from a different perspective – one that connects with the community early and listens to the ideas and concerns of the community before a formal application to the City of Calgary was even made. Building on successful engagement processes such as Calgary's Bow to Bluff Initiative, the team investigated options for a "storefront" for the engagement process. While there were potential options off-site, the Team felt that West District was worthy of a home for the conversation within the West District lands themselves. The result was EngageHub.

EngageHub is a purpose-built engagement facility built for West District. The design of the building is intended to reflect the key elements of the engagement process – openness, creativity and dialogue. Over the course of the 7-month engagement period, spanning multiple project phases, EngageHub served as the focal point for engagement activities for West District.

There were 4 key elements that were essential to the success of EngageHub:

1. Make it convenient for people.
2. Give time for an actual conversation.

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3. Authentically listen and demonstrate progress.
4. Curate the information and engagement.

During the engagement process, EngageHub was open to the public for 131 hours, allowing the community an extended period of time to learn about West District and share their thoughts. Throughout the process, the Team was appreciative for the thoughtful feedback from the community and was pleased that the EngageHub experiment allowed for the constructive and respectful conversation that occurred.

The overall West District engagement process was a multi-phase, multi-technique approach to both getting information about the process out to the community and hearing the ideas and views of the community. At each stage in the process, the West District concept progressed and the related questions refined to structure the conversation.

In addition, the most current information was shared with the community. At the conclusion of each engagement phase, the Team created a What We Heard Report, summarizing the key activities and the key themes that were heard, as well as the Team's response to those emerging issues.

Throughout the 4 phases over 7 months and having heard from over 1,800 participants, there were 8 key themes that emerged from the conversation with the community: Housing & Buildings; Transportation & Infrastructure; Commercial & Retail; Open Space; Density; Schools; Noise; Sustainability; and Master Planning.

Our overall What We Heard Report was a compilation of the Applicant-led engagement process in its entirety – key engagement activities, questions that were asked and key themes that emerged from what we heard. In addition, the evolution of the plan and how it was influenced by community input is illustrated. The Team put a great deal of thought and effort into the engagement process and believe that the resulting Master Plan is stronger, thanks to the feedback of the community.

Our full What We Heard Report can be downloaded at:
http://westdistrict.ca/pdf/WD_WWHReport.pdf

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APPENDIX II

PROPOSED AMENDMENTS TO THE AREA STRUCTURE PLAN

- (a) Delete Page 1 “The Plan”.
- (b) In Section 1.0, delete the first sentence of the second paragraph and replace with the following:

“The Plan Area will comprise approximately 16,400 residents and employ about 4,400 people for a total intensity of 56 jobs and people per hectare.”

- (c) In Section 1.0, delete the last two paragraphs and replace with the following:

“The West Springs community was originally established under the policies of Appendix 3: East Springbank II Community Plan in 1998. This document was later replaced by the West Springs Area Structure Plan (ASP) in 2012.

The West Springs ASP was created to implement the objectives of the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP), and was informed by specific engineering, transportation, and land use studies at that time. It recognized that the targets established for greenfield development under the MDP may not be achievable, as West Springs had already been largely developed at low densities, and the transportation network that was developed as a result, would inform the intensity of uses that could be supported.

Since the adoption of the West Springs ASP, several development proposals have come forward that have not aligned with the Plan. The largest proposal has been in the north central portion of the West Springs community. In order to accommodate this proposal, while providing certainty to the largely developed portions of West Springs, the Plan has been amended by adding a neighbourhood plan in a new section entitled North Neighbourhood Area.”

- (d) In Section 2.2.1, delete the number “15,000” and replace with the number “18,000”.
- (e) In Section 2.2.1, delete the second sentence in the first paragraph and replace with the following:

“The West Springs North Neighbourhood, Community Core, and Mixed Use Area are the focus of social and commercial activity within West Springs, where residents can meet their daily needs in an attractive and convenient setting.”

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- (f) In Section 2.2.1, delete the final sentence in the first paragraph and replace with the following:

“Future intensification in West Springs will be focused in the West Springs North Neighbourhood, along the 85 Street S.W. Corridor, the Core and the immediate area.”

- (g) In Section 2.2.1, delete the final sentence in the second paragraph and replace with the following:

“Together, the West Springs North Neighbourhood, Community Core, Mixed Use Area, Neighbourhood Nodes and Central Amenity Spaces give residents the opportunity to live, shop and recreate locally.”

- (h) Delete Map 1 entitled “Plan Location” and replace with Map 1 entitled “Plan Location”. (APPENDIX V).

- (i) In Section 2.2.3 (8), delete the first paragraph and replace with the following:

“The development of higher intensity Mixed Use Areas and Neighbourhood Areas will allow for the opportunity to enhance transit service within the West Springs Community and make transit the preferred mode choice for more residents.”

- (j) Delete Section 3.0 Regulatory Process in its entirety.

- (k) Renumber Section 4.0 Land Use Concept to Section 3.0 Land Use Concept.

- (l) Delete Map 2: Land Use & Transportation Concept and replace with Map 2: Land Use Concept. (APPENDIX VI)

- (m) Throughout the West Springs ASP document replace any reference to Map 2: Land Use & Transportation Concept with Map 2: Land Use Concept.

- (n) Add new Section 4.0 West Springs North Neighbourhood with the following text, and including Maps 3, 4, 5 and 6 and all photographs:

“4.1 Neighbourhood Plan Context

This section of the Plan provides specific policies and objectives for the area identified as the West Springs North Neighbourhood on Map 2: Land Use Concept. In the event of a conflict between the policies here and the broader policies and guidelines presented in this ASP, the policies and guidelines

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presented in this section will take precedence for development in the West Springs North Neighbourhood.

The West Springs North Neighbourhood is located within one of six neighbourhoods that comprise the southwest community of West Springs. The West Springs North Neighbourhood is approximately 34 hectares (84 acres) of land bounded by Old Banff Coach Road S.W. to the north, West Park subdivision to the south, 83 Street S.W. to the west, and 77 Street S.W. to the east (see Map 3: West Springs North Neighbourhood Land Use Concept).

Some locations in the West Springs community were built out below the current intensity thresholds set out in the MDP (2009). This Neighbourhood Plan therefore sets out a vision for this area to serve as an activity centre to support long-term population and employment growth for the West Springs community.

The West Springs North Neighbourhood area is relatively flat, with a very gentle slope from west to east. Large patches of aspen stands remain in central portions of the area.

The lands consist predominately of 2 hectare (5 acre) country residential acreages that have remained relatively undeveloped. A place of worship exists in the northwest corner, another in the southeast.

Surrounding areas consist of low density suburban development built out in the early and late 2000s, with commercial uses that run along 85 Street S.W.

4.2 Neighbourhood Attributes and Constraints

This section provides an overview of the main attributes that define the West Springs North Neighbourhood and constraints that may require special consideration when planning for development. This does not form an exhaustive list of attributes and constraints. Those developing in the West Springs North Neighbourhood must practice due diligence in the development process. This information may be subject to change and should be verified at the Outline Plan/Land Use Amendment stage.

Regional Context

The West Springs North Neighbourhood is in close proximity to important regional features such as the Centre City (~12 km), 69 Street LRT Station (5 km), and the future Stoney Trail/West Calgary Ring Road (2 km).

Existing Servicing Infrastructure

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The West Springs North Neighbourhood is within an area of the city that has already been serviced to an urban standard. Using existing infrastructure creates monetary savings for The City and taxpayers.

Existing Transportation Infrastructure

The West Springs area is serviced by a regional network of arterial roads that will be further enhanced by the future Stoney Trail/West Calgary Ring Road. The nearby West LRT (Blue Line) connects to the Centre City.

Constraints

Although the West Springs area is close to Centre City and Major Activity Centres, topographical and transportation network constraints currently restrict access to the community. Limited community access points increase travel time to key destinations. Transportation infrastructure improvements are required for complete build-out of the West Springs North Neighbourhood.

4.3 Neighbourhood Projections

The West Springs North Neighbourhood is approximately 34 hectares (84 acres) and is forecasted to accommodate approximately 3,400 people across 1,800 units. Approximately 3,550 jobs are forecasted for the area through office, institutional (medical and educational), and commercial uses. This translates to 53 units per hectare (22 units per acre) and an intensity of 204 people and jobs per gross developable hectare.

4.4 Neighbourhood Vision and Core Ideas

The West Springs North Neighbourhood is a modern, high-intensity, mixed-use, transit-supportive community, focused on providing local amenities and employment in a new community context. Transitions of built form and density are sensitive to the adjacent low-density development. A central mixed-use neighbourhood main street provides a vibrant public realm and creates an active and safe street throughout the day. A range of housing types, from single detached to multi-residential dwellings, provides housing choices for a variety of residents. Higher densities and a central transit-supportive centre support an efficient and convenient transit system that ties in to the regional network. A walkable grid network provides added connectivity throughout the community and to adjacent neighbourhoods.

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Open space is an important component of the community. A large central park with varied programming encourages a diverse range of users and creates a gathering place that can instill a sense of community.

The West Springs North Neighbourhood plan will guide development based on the following core ideas:

1. Mixed-use development: A mix of housing types and local amenities brings vitality and interest to the streets.
2. Local employment opportunities: Local office and institutional uses allow residents to work where they live.
3. Urban placemaking: Thoughtful design, the siting of public spaces, and architectural details and streetscape features achieve a well-designed sense of place.
4. Transition: Density and building height are lowest on the edges and highest in the central portions of the neighbourhood.
5. Comprehensive planning: Mixed-use and employment areas sensitively integrate with adjacent residential areas.
6. Multi-modal transportation: Convenient connections throughout the community provide for all modes of travel.
7. Open space: A unique central community park designed for year-round activity acts as a community gathering space, enhancing human connections and improving quality of life.
8. Complete streets: Active and multimodal streets are supported with design elements coordinated to provide visual interest, pedestrian and cycling amenities, and a well-defined sense of place.

4.5 Land Use Concept – North Neighbourhood

The following framework of land use building blocks will be used to implement the vision for the West Springs North Neighbourhood.

The land use concept shown on Map 3: West Springs North Neighbourhood Land Use Concept illustrates the location of the land use building blocks. Refinements to the exact location of a land use building block may be made without an amendment to the Plan as part of an Outline Plan/Land Use

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Amendment application provided the vision and core values of the Neighbourhood Plan are achieved.

4.5.1 General Policies

The following policies apply throughout the West Springs North Neighbourhood.

1. Land use designations shall be consistent with the land use building blocks identified on Map 3: West Springs North Neighbourhood Land Use Concept.
2. New automobile-oriented uses such as drive-thru businesses and service stations shall not be located within the West Springs North Neighbourhood.
3. Development should be integrated with adjacent residential areas by ensuring appropriate transition in building height, scale and intensity of uses.
4. Residential development should incorporate a mix of unit sizes and types to provide diversity in housing choice.
5. Buildings should be oriented towards the street.
6. Office/institutional uses should be developed in conjunction with residential uses and as early in the phased build-out of the West Springs North Neighbourhood as is deemed feasible. This will be determined on a case-by-case basis through the Outline Plan/Land Use/Subdivision/Development Permit application process.

Community Building Blocks

4.5.2 General Community Building Block Policies

These policies apply to the following building blocks: Community – Centre and Community – Mid-Rise.

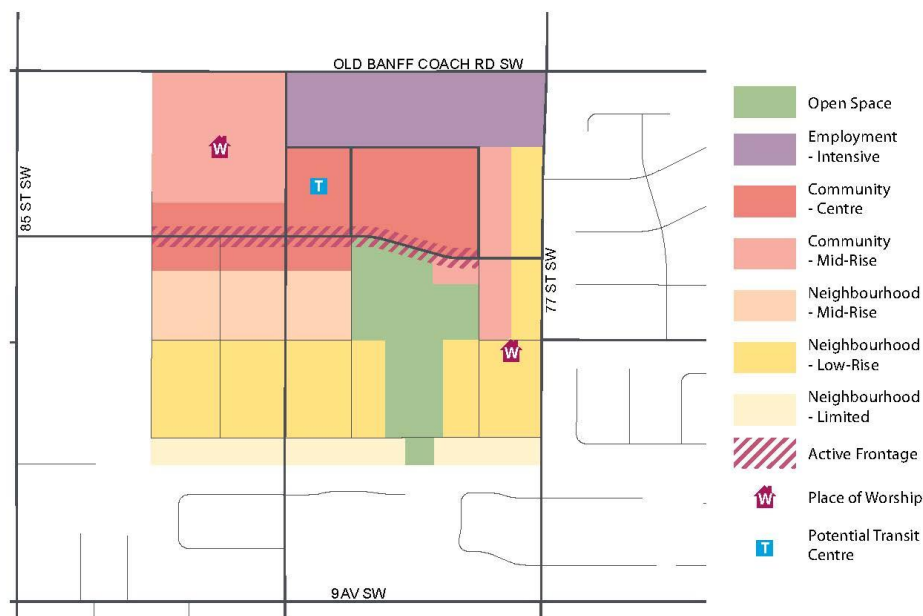
1. Floor area ratios (FAR) and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.

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2. New development should incorporate a vertical or horizontal mix of land uses.
3. Commercial development should provide a wide variety of retail, office and personal service options and incorporate a range of unit sizes to support a variety of uses.
4. Uses such as supermarkets, pharmacies and other similar uses that provide daily goods and services for residents do not have a use area restriction provided they are located within a mixed-use development and provide integrated structured or underground parking.

Map 3: West Springs North Neighbourhood Land Use Concept



5. Where large ground-floor uses such as structured parking at street level, transit uses within a building footprint, or large commercial and retail uses are proposed, development should be designed to activate these uses by lining them with smaller uses that are directly accessible from the street.

Community – Centre

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The Community – Centre building block will accommodate a mix of uses including residential, office and retail uses. This building block generally has higher density buildings with wider sidewalks and buildings set close to the public realm. Higher levels of commercial and residential intensity can provide a regional draw and will help generate daytime and evening activity. Both a vertical and horizontal mix of uses are appropriate.

4.5.3 Transit Centre

1. A transit centre should be located in the centre of the West Springs North Neighbourhood.
2. The transit centre site should accommodate a transit centre and public structured parking to serve the broader commercial area. It may also accommodate a mix of uses including a supermarket.

Community – Mid-Rise

The Community – Mid-Rise building block consists of mid-rise building types that accommodate a range of retail, service, office, institutional and residential uses. This block is appropriate for most areas where a horizontal and vertical mix of uses is desired.

4.5.4 Community – Mid-Rise

1. The parcel located immediately north-east of the large open space is intended to:
 - a. provide for small- to medium-scale commercial and cultural uses that are complementary to and interact with the adjacent open space;
 - b. provide buildings with commercial ceiling heights of 4.0 metres or more; and
 - c. discourage residential uses.
2. The parcel located immediately northeast of the large open space should be considered for parking relaxations or alternate parking solutions to prevent large surface parking areas adjacent to the park.

4.5.5 Active Frontages

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Active frontages are the portions of buildings where the ground floor uses must be commercial. Their purpose is to create a more vibrant and safe pedestrian environment and contribute to activity on the streets throughout the day and evening.

1. Provide active uses at grade, including but not limited to retail, supermarkets, restaurants and community service uses, including child care.
2. Excepting Section 4.5.2(4), ground floor commercial use areas greater than 465 square metres (5,000 square feet) should not be allowed along an active frontage.
3. Locate residential and office uses along the active frontages above the first storey or behind more active ground floor uses.
4. The minimum height of the ground floor of a building on an active frontage should be 4.0 metres as measured vertically from the floor to the ceiling.
5. Design active frontages to animate the pedestrian realm (e.g., greater facade articulation, frequent entries, transparent and unobscured glazing, and outdoor patios).
6. Design building frontages with frequent entrances and articulated facades, with recommended storefront widths between 7.5 and 15.0 metres.
7. Developments should present a visually interesting interface with neighbouring buildings by incorporating design details like windows and architectural treatments instead of blank walls.
8. Where building setbacks may not be required, they may be appropriate to accommodate outdoor patios or other public realm features that help to activate the building interface with a main street or abutting a public open space.

Neighbourhood Building Blocks

Neighbourhood – Mid-Rise

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The Neighbourhood – Mid-Rise building block creates an additional transition between low-rise residential and the more intense mixed-use, Community – Centre area and accommodates mid-rise multi-residential development.

Neighbourhood – Low-Rise

The Neighbourhood – Low-Rise building block creates a transition between low-density residential housing and more intense development within the North Neighbourhood. This building block encourages a mix of ground-oriented housing types including but not limited to low-rise multi-residential buildings, townhouses, rowhouses, live-work units, semi-detached dwellings and duplexes.

Neighbourhood – Limited

The Neighbourhood – Limited building block allows for a sensitive transition from existing low-density residential housing. Moderate intensification in this area respects the existing character of the area to ensure compatibility with the surrounding community. Appropriately scaled ancillary buildings and backyard suites are accommodated. This building block also includes community support uses such as parks to serve local residents.

4.5.6 General Neighbourhood Building Block Policies

These policies apply to the following building blocks: Neighbourhood – Limited, Neighbourhood – Low-Rise and Neighbourhood – Mid-Rise.

1. Residential densities per gross developable hectare and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.
2. Encourage primarily residential buildings with opportunities for local commercial uses.
3. Neighbourhood commercial development should:
 - a. locate on a corner;
 - b. locate near local community amenities such as parks; and
 - c. consider ground-floor commercial uses with residential units located above.

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4. Building entrances should front onto a public street or a private internal drive aisle that looks and functions like a public street.
5. All at-grade or partially at-grade units within multi-residential developments should provide individual entrances to the street.
6. Front drive access should be limited where possible.

Employment Building Blocks

Employment – Intensive

The Employment – Intensive building block accommodates a high volume of employment uses that are supported by excellent transit service. Development within this building block will consist of campus-style office development or institutional uses. Complementary uses that support office or institutional jobs will be supported, but large commercial retail developments will not be allowed.

4.5.7 Employment – Intensive

The Employment – Intensive building block area provides uses that are integral to reducing the overall impact of residential development on the local transportation network. The area will also contribute strongly to the creation of a complete community.

These policies apply to the Employment – Intensive building block.

1. Floor area ratios (FAR) and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.
2. In order that they be protected for office and employment intensive institutional uses, lands in this block should be designated as C-O - Commercial – Office District upon submission of an Outline Plan/Land Use Amendment. Alternate land use designations may be entertained only when the primary function of accommodating employment intensive uses is maintained.
3. Office/institutional uses should not be left to the final stages of development of the West Springs North Neighbourhood.
4. Buildings should accommodate a minimum 80% of their gross floor area (GFA) as office and/or institutional uses. Individual development applications that meet this threshold and are also otherwise in alignment

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with the Plan, but that are in conflict with a Land Use Bylaw rule regarding minimum office/institutional GFA, should be considered for relaxation by the Development Authority.

5. Complementary retail uses, or retail uses combined with any other use, should be limited to a use area size of 465 square metres (5,000 square feet). However, use areas up to 1,400 square metres (15,000 square feet) may be considered where storefront widths are no greater than 15 m, and where the development complies with Section 4.5.7(4) of this Plan. Individual development applications that meet these criteria and are also otherwise in alignment with the Plan, but that are in conflict with a Land Use Bylaw rule regarding maximum retail use area, should be considered for relaxation by the Development Authority.
6. Large ground-floor uses should be activated by lining with smaller uses that are directly accessible from the street.

4.6 Streetscape, Site Design and Built Form

Individual buildings play an important role in shaping the overall streetscape design and character. Buildings should be designed to frame the streets with entrances that are easily accessible and at grade, and accommodate a variety of uses.

The West Springs North Neighbourhood incorporates intensity and mixed land uses into the existing West Springs community. Locating a high intensity of people and jobs in this neighbourhood will maximize the use of public transit and provide a new destination in the southwest. It will also provide a mix of higher density housing types in a walkable, human-scaled environment. The intent of these policies is to describe the elements necessary to achieve the goal of making the neighbourhood a high-intensity, walkable and animated environment.

The following policies apply to the West Springs North Neighbourhood.

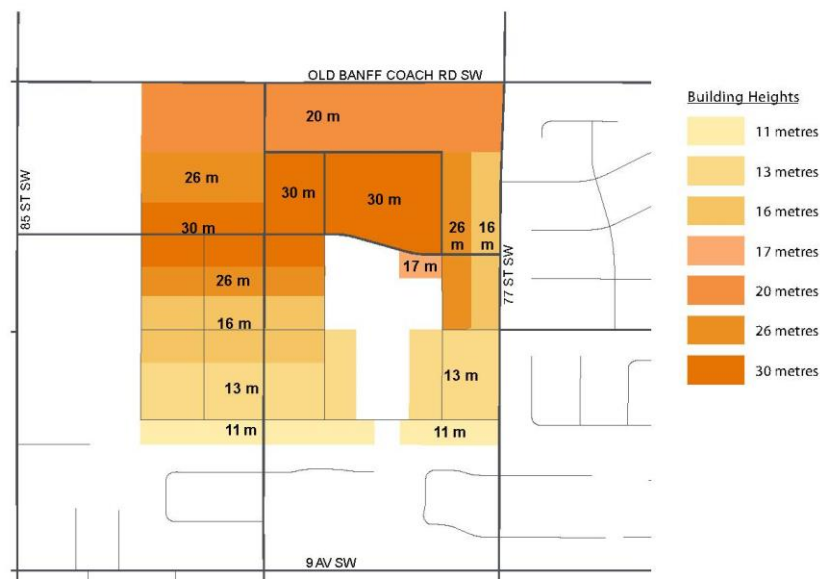
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Map 4: West Springs North Neighbourhood Density Concept



Map 5: West Springs North Neighbourhood Building Heights



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4.6.1 Streetscape

1. Block lengths should not exceed 150 metres without a publicly accessible pedestrian through access, with the exception of parcels in the Neighbourhood – Limited building block.
2. To prioritize active modes and transit use, encourage the use of wider sidewalks and separated bike lanes. Allow for a wider landscape buffer of trees, shrubs and ground covers along the street.
3. Utilities and utility structures should be placed underground or inside a building where possible.
4. Developments should provide continuous sidewalks within the active frontage area.
5. Curb cuts across sidewalks for driveway access should be minimized.
6. Provision for banners or other signage that distinguishes the North Neighbourhood area should be incorporated into the streetscape design and as part of public art.
7. Prioritized locations for street furniture, particularly benches and public seating, include transit stops, major building entries, mixed-use locations and public plazas.
8. Servicing and loading functions, and access to parkades and building mechanical systems such as ventilation screens, should be strategically located to minimize impact on the streetscape.
9. Where the parking structures have exhaust vents, the vents should be directed away from any public street frontages, adjacent residential uses, parks and open spaces.

4.6.2 Site Design – General

1. Unique public art pieces that engage pedestrians and activate the public realm are encouraged within the Community – Centre land use building block or open space.
2. Publicly accessible private open spaces should be incorporated into the neighbourhood and designed for year-round uses and programming. This may include providing power and removable seating.

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3. Sites larger than 1.0 hectare (2.5 acres) should provide direct, convenient and accessible pedestrian connections across the site, connecting to transit service, open space and other community services and amenities.

4.6.3 Site Design – Access and Loading

1. Surface parking should not be located between a building and a street.
2. Parking areas should be located underground wherever possible. Surface parking should be limited and located to the rear of buildings, with soft landscaping to improve permeability and improve the quality of the space for users.
3. Access to parking areas should be located and designed to maintain the pedestrian-oriented character of the sidewalk and pathway network. Street access points should be consolidated where possible.
4. Vehicular access to parcels should be via a lane.
5. Where service or parking access is located facing a street, it should be integrated architecturally with the rest of the building and streetscape to reduce the visual impact of these areas (e.g., screening with quality architectural treatments).

4.6.4 Building Design – Massing

1. A variety of building forms is encouraged throughout West Springs North Neighbourhood.
2. Buildings should be designed to enhance the pedestrian experience and complement the overall scale and massing of the neighbourhood.
3. Variation in building heights and massing is encouraged to reduce building bulk, avoid long expanses of walls and create architectural interest.
4. Multi-residential and commercial developments should be designed to provide facade details and articulation through elements such as materials, window and door sizes, recesses, step-backs, canopies, awnings, balconies and porches to increase the connection with the public realm and add interesting experiences for pedestrians.

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5. Primary entrances and building corners should be clearly articulated within a building's street wall (e.g. canopies, architectural features).

4.6.5 Building Frontages

1. Safe, continuous and clearly defined pedestrian access should be provided from public sidewalks and transit stops to building entrances and exits.
2. New multi-residential development should include units that front onto all adjacent streets.
3. Where structured above-grade parking faces a street, the frontage at grade should be lined with active uses. Building frontages above ground level should give the appearance of a use other than parking (e.g., by integrating sculptural façade elements or using innovative screening).
4. Commercial corner sites should have pedestrian access from all adjacent public streets.
5. Buildings on commercial street frontages should be oriented to the street and be designed with frequent entrances, transparent and unobscured glazing and minimal setbacks facing the street to create a safe and comfortable pedestrian environment.
6. All buildings, with the exception of those fronting onto Old Banff Coach Road S.W., should have minimal setbacks from the property line facing a street (0.0 m – 3.0 m). To facilitate this setback, relaxations to the Land Use Bylaw should be considered where the Bylaw requires setbacks larger than 3.0 metres.
7. Developments facing open space should be designed to provide natural surveillance for these areas (e.g., openings or facades with transparent glazing, building entrances or balconies).

4.6.6 Open Space Design

1. To maximize the use and enjoyment of the open space network in the North Neighbourhood area, street furniture, enhanced landscaping and amenities should be provided in the central park.
2. Open space design should allow for future programming of the space for playgrounds, markets, festivals or other activities. This could include infrastructure such as electric plug-ins and public washrooms.

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3. Additional open space acquisition may occur through voluntary dedication, land purchase or other means.
 4. Opportunities for a community recreational facility should be investigated as part of the central park design to allow for a public gathering space or other neighbourhood use.”
- (o) Delete text in Section 5.2.1 (2) “, and in accordance with the Transit Friendly Design Guide.”
 - (p) In Section 6.1 Purpose, add the word “Site” to the end of the last sentence.
 - (q) In Section 8.3.2 (1) delete the words “in Section 8.7”.
 - (r) In Section 8.3.3 (4) delete the words “Sections 8.4 through 8.7” and replace with the words “Section 8.4.”
 - (s) Delete Section 9.2.5 Historical Resources and renumber all sections that follow.
 - (t) In Section 9.2.9 delete the “Community Centre” title and replace with the title “Community Centre Site”
 - (u) Delete Section 9.2.11 (1) in its entirety and renumber accordingly.
 - (v) In Section 9.2.11 (3) (a), delete the text “1.0 hectares” and replace with “3.0 hectares.”
 - (w) Delete Section 9.2.14 Stormwater Pond in its entirety.
 - (x) At the end of Section 9.0 Open space System, add Map 6: Environmentally Significant and Natural Areas (APPENDIX VII) and
 - (y) At the end of Section 9.0 Open space System, following Map 6, add Map 7: Habitat Types (APPENDIX VIII).
 - (z) In Section 10.2 (3) replace the text “Map 2.” with “Map 8: Transportation.”
 - (aa) Delete Section 10.2 (5) in its entirety and renumber accordingly.
 - (bb) Delete Section 10.2 (7) in its entirety and replace with the following:

“Traffic calming measures should be incorporated into the road design where such features are demonstrated to effectively slow traffic, do not inhibit the efficient operation of transit service, do not detract from the aesthetic appearance

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of the roadway, and can be removed or modified should operational problems arise, and are safe.”

- (cc) Delete Section 10.2 (9) in its entirety.
- (dd) Add new Section 10.3 Regional Transportation Network with the following text:

“Regional Transportation Network

The Plan Area is immediately east of the future Stoney Trail/Calgary West Ring Road to be constructed by Alberta Transportation. This final link in the Ring Road will provide interchanges at Bow Trail S.W. and Old Banff Coach Road S.W., allowing for excellent access to the Plan Area from Calgary and the broader region.

In conjunction with completion of the Ring Road and future development in this area, The City plans future improvements to the surrounding transportation network as noted below.

The Regional Transportation Network is illustrated on Map 8: Transportation.

10.3.1 Future Road Network Connection Policy

1. The need for infrastructure improvements at the following locations shall be determined in conjunction with an Outline Plan/Land Use Amendment/Subdivision or Development Permit application.
 - a. Stoney Trail/Calgary West Ring Road and its interchanges with Bow Trail S.W. and Old Banff Coach Road S.W.;
 - b. Widening Bow Trail S.W. from two to four lanes. To support build-out of the area, widening from four to six lanes will also be required;
 - c. Intersection improvements on Bow Trail S.W. at 85 Street S.W.;
 - d. Intersection improvements on Bow Trail S.W. at Old Banff Coach Road S.W.;
 - e. Interchange on Bow Trail S.W. at Sarcee Trail S.W.; and
 - f. Widening Sarcee Trail S.W. from four to six lanes from 16 Avenue N.W. to Richmond Road S.W.

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2. Unless specified, improvements to the locations specified in 10.3.1(1) may consist of any or all of grade separation, intersection reconfiguration, additional turn lanes, road widening or signalization improvements, as determined through a Transportation Impact Analysis.
 3. Development approvals shall not proceed in advance of infrastructure requirements deemed necessary through evaluation.”
- (ee) Add new Section 10.4 Transit Network with the following text and including Map 8: Transportation and Map 9: Transit Network:

“10.4 Transit Network

It is envisioned that the West Springs North Neighbourhood will eventually be served by a network of transit routes providing fast and convenient connections both within the Plan Area and beyond it to enable public transit as the preferred mobility choice for more people. A new Transit Centre will be provided to further encourage transit use through improved waiting amenities and being at the heart of the new neighbourhood.

10.4.1 General Transit Policy

1. Transit routes should generally be accommodated along, but not limited to, the streets shown on Map 9: Transit Network. Routes will be determined at the Outline Plan/Land Use Amendment stage.
2. The timing and design of both interim and ultimate transit routes will be determined by Calgary Transit and are subject to ridership demand in the Plan Area and available funding for the service.
3. Community design should enable transit routes that provide direct and convenient connections within the West Springs North Neighbourhood, to and from the Primary Transit Network, and to and from adjacent communities.
4. Buildings located adjacent to a transit stop should provide additional setbacks in the vicinity of the bus zone for waiting areas, and are encouraged to provide on-site transit waiting amenities and/or shelter for customers.
5. Access to parking and loading areas should not be located across bus zones.

10.4.2 Transit Centre

1. A Transit Centre will be generally located as shown on Map 9: Transit Network. Specific requirements for this facility will be determined by Calgary

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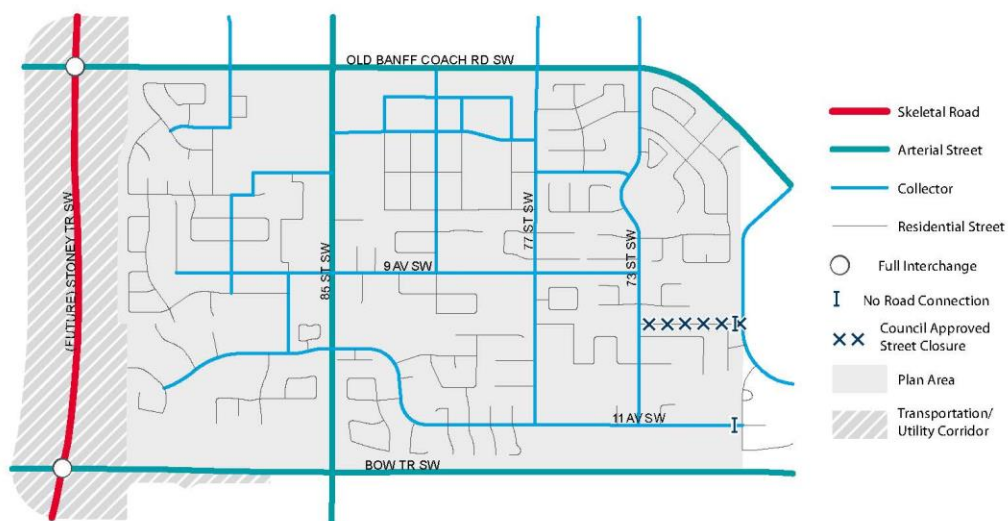
Transit at the Outline Plan/Land Use Amendment/Subdivision or Development Permit Stage but should generally include elements of Transit Mobility Hubs as defined in the Calgary Transportation Plan.

2. The Transit Centre should be co-located with other uses.
3. Bicycle parking facilities should be provided at or near the Transit Centre and may be integrated into adjacent developments.

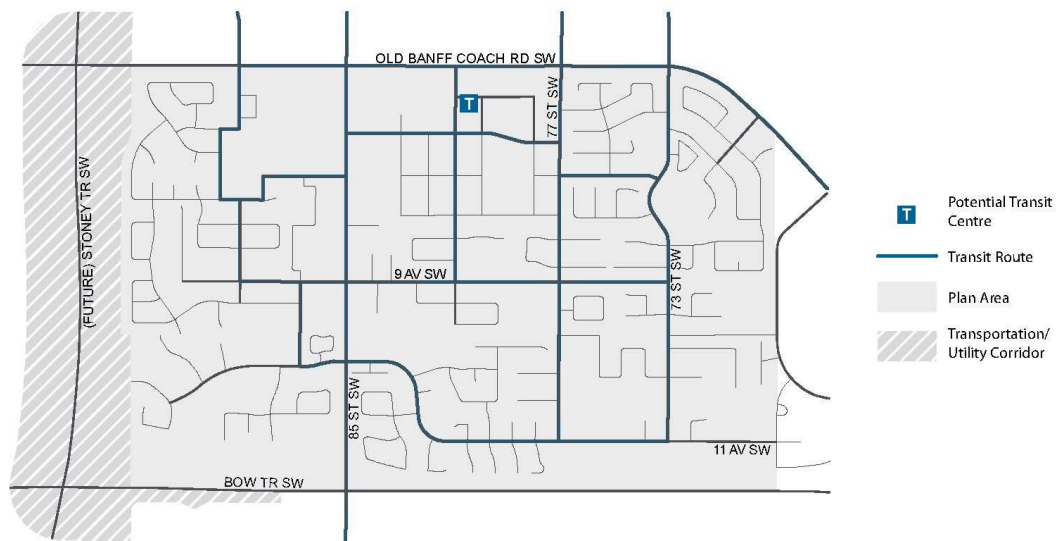
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Map 8: Transportation



Map 9: Transit Network



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(ff) In Section 11.1 Purpose delete the paragraph and replace with the following:

“The purpose of these policies is to ensure that adequate utility infrastructure is provided to service development throughout the Plan Area.”

(gg) Delete Section 11.2 Context in its entirety and renumber accordingly.

(hh) In Section 11.3.2 Water Distribution System, delete the second paragraph and replace with the following text:

“The majority of the lands within the Plan Area are developed and have existing water infrastructure in place. Site servicing of additional development within the Plan Area will be achieved by extensions of the existing network.

(1) Any proposed distribution systems for an Outline Plan/Land Use Amendment application shall be reviewed and, if required, modelled by Water Resources.

(2) Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of water infrastructure by Water Resources.

(3) Utility alignment should minimize impact to open space.”

(ii) In Section 11.3.3 Sanitary Sewer System, delete the first three paragraphs and replace with the following text:

“The majority of the lands within the Plan Area are developed and have existing sanitary infrastructure in place. The following policies support the development of the remainder of the sanitary infrastructure required to support the land use concept.

1. At the Outline Plan/Land Use Amendment stage, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

2. The location of proposed utility rights-of-way shall be identified at the Outline Plan/Land Use Amendment stage.

3. Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of sanitary infrastructure by Water Resources.

4. Utility alignment should minimize impact to Open Space.

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5. To service the full build-out of the Plan Area, downstream sanitary upgrades may be required.”
- (jj) In Section 11.3.4 Stormwater Management System, delete the last sentence of the first paragraph and all paragraphs after, and replace with the following new paragraph:
- “An SMDP will need to be prepared at the Outline Plan application phase. The conceptual location of the future pond servicing is shown on the Map 2: Land Use Concept. This location will be confirmed during the SMDP preparation phase and in collaboration with City Parks to minimize impact on areas of environmental significance.”
- (kk) In Section 12.3 (1)(a)(iii) delete the text “such as” and move the text “promoting water conservation measures” to the next line and assign it policy number (iv), and renumber accordingly.
- (ll) Add new Section 13.0: Implementation with the following text:
- “13.1 Policy Framework
- This Area Structure Plan is to be read in conjunction with the following:
- The South Saskatchewan Regional Plan (SSRP): Establishes a long-term vision for the region using a cumulative effects management approach to guide local decision makers in land use management to achieve Alberta’s economic, environmental and social goals.
 - Growth Management Board: The City of Calgary is a member of the Calgary Metropolitan Region Board which is currently preparing a Growth Plan for the Calgary Metropolitan Region. After the coming into force of a Growth Management Board established by regulation, this statutory plan may be required to be amended to comply with the Growth Plan once approved.
 - Rocky View County/The City of Calgary Intermunicipal Development Plan (IDP): Contains objectives and policies directing collaborative planning between The City of Calgary and Rocky View County.
 - Municipal Development Plan Volume 1: Contains city-wide objectives and specific direction for typologies and is the foundation for community planning.
 - The Calgary Transportation Plan: Contains city-wide objectives and specific direction for moving people and goods throughout the city.

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- Other City of Calgary guidelines and policies may also need to be consulted for direction on specific topics.

13.2 Interpretation of the Plan

13.2.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable features or fixed boundaries such as property lines or road and utility rights-of-way. City Administration will determine precise locations during the review of an Outline Plan, Land Use Amendment, Subdivision or Development Permit application.

13.2.2 Policy Interpretation

Where a purpose statement accompanies a policy, it is provided for information only, to enhance the understanding of the policy. Should an inconsistency arise between the purpose statement and a policy, the policy will take precedence.

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy (for example, density policies), the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that would otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced.

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision approval or Development Permit approval stage without requiring an amendment to the Plan.

13.2.3 Appendix Interpretation

The appendices do not form part of the statutory portion of the Plan. The intent of the appendices is to provide information and illustrate the policies of the Plan.

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13.2.4 Plan Amendments

Any change to the text or maps within the Plan will require an amendment to the Plan, in accordance with the MGA. Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate the potential amendment.

13.2.5 Plan Limitations

Area Structure Plans and Community Plans are intended to be long-term planning documents. As such, they promote a vision for a Community and put in place policies and guidelines that work towards achieving that vision over time. However, policies and guidelines in the Plan are not to be interpreted as an approval for a use on a specific site, as the policies do not address the specific situation or condition of each site within the Plan Area. In that regard, no representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental contamination, must be assessed on a case-by-case basis as part of an application for Land Use, Subdivision or Development Permit.

13.3 Phasing of Development

1. Subject to (2) below, the phasing of development in the community, through the Outline Plan/Land Use Amendment approval process, should occur in a contiguous manner.
2. The need for each of the unfunded transportation infrastructure projects, as identified in policy 10.3.1(1), shall be evaluated by a Transportation Impact Assessment (TIA) in conjunction with the submission of Land Use/Outline Plan, Subdivision, and Development Permit applications. The findings of this infrastructure need assessment will be considered in the evaluation of each application. Applications shall be approved only upon confirmation of the funding and timing of completion of said infrastructure.
3. Where, due to landownership patterns or other factors, the phasing of subdivision will result in isolated or discontinuous phases, these phases will only be allowed where:
 - a. roadway and utilities can be extended to the area (with the cost of the extension borne by the developer, subject to normal cost recoveries);

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- b. transit service, and other essential public services, can be delivered to the area;
 - c. on-site parks to serve the immediate resident population are provided;
and
 - d. access to schools and recreational and community facilities are provided.
4. A road system is required that provides direct routing throughout the Plan Area to facilitate an efficient transit service, where direct transit service is identified.

13.4 Comprehensive Planning

- 1. An Outline Plan/Land Use Amendment should, wherever practical, comprise an entire neighbourhood area.
- 2. Where (1) is not achieved, the developer may be required to demonstrate through a conceptual design of a logical planning cell that these areas can be developed in a logical and comprehensive manner.”

(mm) Add new Section 14.0: Glossary with the following text:

“The following definitions shall apply. Where a term is defined in the Glossary of the MDP, that definition applies in the interpretation of this ASP. The street classifications mentioned in this ASP refer to the street classifications of the Design Guidelines for Subdivision Servicing. Where a definition differs from The City of Calgary Land Use Bylaw in effect at the time, the Land Use Bylaw definition shall apply.

Central Amenity Space: A plaza or park that contains a mixture of hard and soft landscaping, that is designed to be multi-functional, bounded by streets and/or buildings on two sides, and is the focal point of a neighbourhood.

The City: The Corporation of The City of Calgary.

Commercial Use: Establishments selling goods and services that support day-to-day needs of citizens, and professional offices. These typically include, but are not limited to, retail, restaurant and office uses.

Community: Typically a geographic area between 5,000 and 20,000 residents that is comprehensively planned, and is used to delineate community associations and statistical data collection boundaries.

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Community Centre Site: A site, composed of reserve land, which is owned by The City but is used and developed by a community association under the terms of a license of occupation, and accommodates a community centre building and related recreational facilities and amenities.

Corridor: A multi-modal street with a strong focus on walking, cycling and transit. A Corridor accommodates a moderately high traffic volume although it also emphasizes a walkable pedestrian environment fronted by a mix of higher intensity residential, institutional, employment and retail uses.

Council: The Council of The City of Calgary.

Employment Uses: Uses which are employment intensive, transit-trip generating and determined to be compatible in the context of employment areas such as activity centres. Employment uses typically include, but are not limited to, office and institutional activities and supporting ancillary uses.

Green Roof: An extension of an above-grade roof, built on top of a human-made structure that allows vegetation to grow in a growing medium. A green roof assembly includes, as a minimum, a root repellent system, a drainage system, a filtering layer, a growing medium and plants, installed on a waterproof membrane of a roof.

Institutional Use: Use of land, buildings or structures for the purpose of educational, health, cultural, recreational, social or charitable organizations, religious, civic, public and quasi-public activities. Institutional uses may include, but are not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, post offices or postal kiosks, libraries, medical clinics and child care facilities.

Land Use Policy Area: Refers to one of the categories of land uses delineated on Map 2: Land Use Concept and described in one of the policy sections of the Plan.

Linear Park: A park, composed of reserve land, which accommodates the Regional Pathway and passive and active recreational activities and creates continuity for the open space system. A linear park may also include private land that accommodates local pathway connections.

Natural Area: An undisturbed, or relatively undisturbed, area of land or water, or both, which has existing characteristics of a natural/native plant or animal community and/or portions of a natural ecological and/or geographic system.

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Natural Drainage: A gully, ravine or natural drainage course that may convey water either ephemerally, intermittently or permanently, and may be subject to Environmental Reserve dedication.

Neighbourhood: A distinct part of a larger community, typically containing up to 5,000 people and within walking distance of a local commercial area, school, park, transit station, etc.

Neighbourhood Park: A park of approximately 0.8 ha (2 ac) composed of reserve land, which is designed to accommodate a mix of recreational activities, including informal sports, passive recreation and neighbourhood events, and may contain creative play equipment and decorative elements.

Retail, Medium Format: Retail units ranging in size from 1,400 m² to 6,000 m² (15,000 ft² to 64,500 ft²).

Retail, Small Format: Retail units of less than 1400 m² (15,000 ft²) in floor area.

Staged Master Drainage Plan: A stormwater drainage plan prepared for a large area that may or may not be serviced by an outfall. The Staged Master Drainage Plan generally covers a portion of the area served by a Master Drainage Plan.

Sub-neighbourhood Park: A small-scale park of no less than 0.2 ha (0.5 ac) composed of reserve land, which is designed to accommodate neighbourhood events and passive and active recreational activities and may contain creative play equipment and decorative elements.”

- (nn) In the Appendices, delete Appendix A: Implementing the Plan, Appendix B: Glossary, and Appendix D: Maps in their entirety and re-letter Appendices accordingly.

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APPENDIX III
COMMUNITY ASSOCIATION COMMENTS

West Springs / Cougar Ridge Community Association



Wednesday, November 1, 2017

City of Calgary
Corporate Planning Applications Group Subdivision Secretary
Development and Building Approvals #8117 P.O. Box 2100, Stn M
Calgary, AB
T2P 2M5

**RE: FILE NUMBER LOC2017-0058 West Springs Area Structure Plan Amendment
"West District"**

*740 - 81 ST SW, 741 - 77 ST SW, 759 - 81 ST SW, 760 - 81 ST SW, 761 - 77 ST SW,
779 - 81 ST SW, 780 - 81 ST SW, 781 - 77 ST SW, 7877 OLD BANFF COACH RD SW,
820 - 81 ST SW, 821 - 77 ST SW, 841 - 77 ST SW*

REQUEST FOR COMMENT

To Whom It May Concern:

The **West Springs Cougar Ridge Community Association (WSCRCA)** has participated in the engagement process with regard to this development since its inception and prior to this under preceding applications, and participated in many meetings, open houses and information sessions regarding this application, over the past 5 years.

The West Spring-Cougar Ridge Community Association (the Board) concurs with the proposed Area Structure Plan Amendment in it's present form subject to the following conditions and comments.

Our reasons for this follow below.

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HISTORICAL CONTEXT

WSCRCA came into the city in 1997, as a collection of small acreages annexed from what is now Rocky View County. As developers purchased land, they came to the city asking for permission to develop those small parcels of land (5, 10 or at most 20 acres at a time). The exception to this was Cougar Ridge, where United was given permission to build a "greenfield" community in the late 1990's. That community was almost exclusively R1 with some attached homes, and one small development of townhomes. While it is an attractive development, adjacent to WINSPOUT and the Paskapoo lands, the density has proven problematic for some important reasons.

For instance, while 2 private schools have their facilities in the community, the present population is too small, so that CBE, CSSD and Alberta Education have not until now built a public or separate school in that subdivision. As a result, residents of that subdivision who want public education must have their children bused to other communities, some as far away as Rosscarrock.

Likewise, Calgary Transit have limited service in these areas, in a quintessential "chicken and egg" scenario. Not enough people for ridership, means services are not optimal for Calgary Transit to be the best alternative for transport within the community, or to commute into or out of the community, except at peak hours.

This ASP Amendment and development proposed and conceptualized represents a rare opportunity to get it right on the last big parcel of land, in the community. It also happens to be located in the very centre of the community.

DENSITY

WSCRCA acknowledge that the application as presently presented represents a reduction of density from previous plans. Understanding the request from City of Calgary Planning for this reduction, WSCRCA hopes that as now envisioned the density proposed will be sufficient to create and sustain a healthy vibrant community, for the next 50 years.

Presently, the community has a 3.9 UPA density, and the 4.3 UPA density if the subject lands were to stay in R1 or R1S designation, would make it difficult to continue sustainability and health for businesses, schools and infrastructure in the medium and long term.

The proposed increase to 4.6 UPA in this ASP Amendment is a step in the right direction, and we hope that it is enough to create the conditions for a prosperous, sustainable community for the next 50 years. We want there to be healthy businesses, good enrolment for schools, enhanced transit and and better connectivity outside of vehicular traffic to internal shopping and amenities for residents of the wider community. We want a mix of housing options to allow opportunities for aging in place, and for people who work in the community to live in the area,.

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The anticipated densities of 4.6 UPA is still significantly lower than the normal City of Calgary guidelines for new communities, where a minimum of 8.0 UPA is expected. Maintaining the feel of the existing development in the community should not be an issue given the proposals within this ASP Amendment, and will hopefully provide an enlarged community to assist in keeping a vibrant community with great green spaces and access to adjacent amenities.

TRAFFIC

WSCRCA has heard from residents and from City Planning regarding concerns for traffic and road infrastructure for this proposed ASP Amendment. In particular we note the concerns expressed regarding getting out of the community during weather events (snow, almost exclusively). This can be a frustrating experience, as there are limited options at present for exiting away from the area through Bow Trail, 17 Avenue SW or 69 Street SW. But we also want to ensure that existing changes are acknowledged as well. Already traffic mitigation has increased left turning lanes on 85 Street SW onto Bow Trail, and from Old Banff Coach Road onto Bow Trail SW. Planned changes for 2018 will also make a significant difference, when 85 Street SW is widened to 4 full lanes and turning lanes at the Bow Trail intersection, and most importantly, the widening of Bow Trail SW to 4 lanes, from 85 Street SW to Old Banff Coach Road. And looking further into the future, the eventual completion of Stoney Trail will present even quicker additional options for exiting from the area, no matter what the weather or traffic conditions.

WSCRCA also want to be clear, that we have not had access to the Traffic Impact Assessment (TIA) prepared by City Planning, and so cannot comment directly on the information provided, in that document. But it is felt strongly by the WSCRCA that the City needs to make best use of the existing and all future enhanced roadways on a 24/7 basis. Planning for a 2 to 3 hour window each morning is not an effective planning strategy. Looking at traffic in a holistic fashion, and encouraging land uses and density which will allow additional residents to work, shop and use other connectivity methods available, makes sense from a long term perspective for both taxpayer and from a community perspective.

SCHOOLS

While not a City of Calgary issue, WSCRCA also wants to comment briefly on school capacity issues in the community, and in the future context of this ASP. While existing schools are presently at capacity, and both CBE and CSSD are still busing children from the Cougar Ridge portion of the community, additional density and population will likely assist in keeping enrolment rates at acceptable levels into the future, and balance the lower enrolment rates that maturing communities usually have.

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The CBE and CSSD have decided not to have these children included in the catchment area for schools in the West Springs part of the community, for their own reasons. It means much more commuting out of the community for kids and their parents. Not an ideal way to build a community, as we look back on it from 2017.

As well, there is the opportunity for charter or private schools to enter into lease arrangements with the developer or builders of future development to become possible key tenants in a building. If the CBE or CSSD and Alberta Education could see the merit in this, it might be an appropriate way to conserve annual capital expenses, while still providing additional facilities for increased densities, if and when they are needed.

CENTRAL PARK FEATURE AND PUL (Stormwater Retention)

WSCRC is strongly supportive of the conceptual plans for the Central Park feature, including the stormwater retention pond features. We have some confusion about why City Planning, Parks and Infrastructure did not think that providing a more attractive PUL design, which would encourage recreational uses around the fringe of the stormwater retention feature. In speaking with the consultant for the developer we are also very interested and excited to see the skating rink proposal adjacent to the PUL/stormwater retention feature, with it being separately engineered and plumbed.

WSCRC also notes that there is an existing stormwater retention/PUL feature in "West Park" (directly to the south of the proposed Central Park), which has proven problematic since it was handed over to the city by the developer of that subdivision some years ago. We wonder if there is some way to tie it in, to create a sustainable and less problematic feature there as well?

TRANSIT

WSCRC strongly supports the concept of enhanced transit connectivity throughout the community, and the transit hub proposed inside this ASP Amendment and conceptualized by Truman and CivicWorks has the strongest support possible from WSCRC.

PARKING

WSCRC feels strongly that underground parking should be provided for all buildings inside this ASP Amendment. We strongly urge CPC and City Council to make it mandatory at development permit stage for any future buildings within the subject lands. We believe strongly this will enhance the walkability and safety of the area, and create a more pleasant streetscape. It is vitally important that this does not end up becoming an area that full of surface asphalt parking lots, and that street parking be kept at the minimum to ensure healthy business and traffic circulation. This would include Rankin lands (LOC2016-0243), and other parcels, including the Sikh temple.

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ARCHITECTURAL GUIDELINES

While not part of this ASP Amendment, WSCRCA encourages CPC, City Council and CPAG to require complementary and even higher standards to existing architectural controls within adjacent communities be implemented as this area develops.

SHADOWING

WSCRCA recommends that, depending on any "shadowing models" brought forward, that possible provision be made for "stepdown" building heights backing onto Old Banff Coach (the north side of any future buildings) be used - for any building heights above 3 storeys.

SUSTAINABLE PRACTICES AND RENEWABLE ENERGY USES

WSCRCA would encourage the developer, CPC, City Council and CPAG to investigate and find a way to allow provide blanket approvals for rooftop gardens or greenhouses - accessible by elevator, to all buildings over 2 storey's within the subject lands.

WSCRCA also encourages the developer, CPC, City Council and CPAG to investigate and find a way to allow blanket approvals for solar panels for rooftops, and the use of geothermal solutions for buildings throughout the subject lands.

BEST PRACTICES - EXISTING EXAMPLES - "VILLAGE CENTRE"

While the idea of a new "village centre" in a partially built community may seem novel to Calgary, this represents a way to allow moving density and commercial uses from the "fringe areas" of greenfield communities (Skyview Ranch, Legacy, Walden, Evanston, Royal Oak all spring to mind) to the centre of the community. WSCRCA feels this will make it more attractive for residents to make use of alternative transportation methods to access local businesses and for recreation purposes, while still providing necessary transportation infrastructure for existing areas within the community.

The proposed ASP Amendment provides a once in a lifetime chance to create a village or town "centre" for the community. Most new communities in Calgary, seem to have their density and mixed use attached only at the edges of the community, close to the major roadways into that them. Because WSCR has been developed with this "donut hole" in the middle to date, this allows for an innovative and more sustainable model of having the mixed use and density in the very heart of the community.

It is also important to make sure that it is seen inside the context of many other communities in Calgary and other jurisdictions doing similar types of development. Not so far away, and a good example are existing developments at the UBC Campus in Vancouver (Wesbrook Village), and even the new University District here in Calgary.

**MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 15P2018**

MAP 22W

HEIGHT RESTRICTIONS

WSCRCA understand the requirement for height restrictions - but did want to comment about the very centre of the proposed subject lands, where we would encourage possible relaxation to allow higher build forms. In the adjacent community of Coach Hill, there has been for over 30 years an apartment development called Odyssey Towers. While a unique development for that community, the existing buildings (8, 10 and 12 storeys), provide a strong and attractive visual landmark, and feel very much part of the community. WSCRCA wants to encourage being able to provide build forms that enhance the visual appeal in the future, and provide a "landmark" kind of structure for the community.

STREET NAMING

WSCRCA notes that the CPAG group has made some recommendations with regard to street naming. We have trouble understanding the recommendation of "Westward" as the naming convention sounds far too much like Westwinds industrial park and recreational park in the NE part of the city. WSCRCA encourages another name instead, and perhaps consider numeric avenue as well as street names as an alternative.

CONCLUSION

To reiterate, West Spring-Cougar Ridge Community Association (the Board) strongly concurs with the proposed Area Structure Plan Amendment in it's present form subject to the above conditions and comments.

Sincerely,



Lars Lehmann
Chair, Planning and Development Committee
West Springs Cougar Ridge Community Association

cc: Jeff Davison, Alderman Ward 6 City Clerk, City of Calgary

Dino Civaterese, City of Calgary

Julie McGuire, City of Calgary

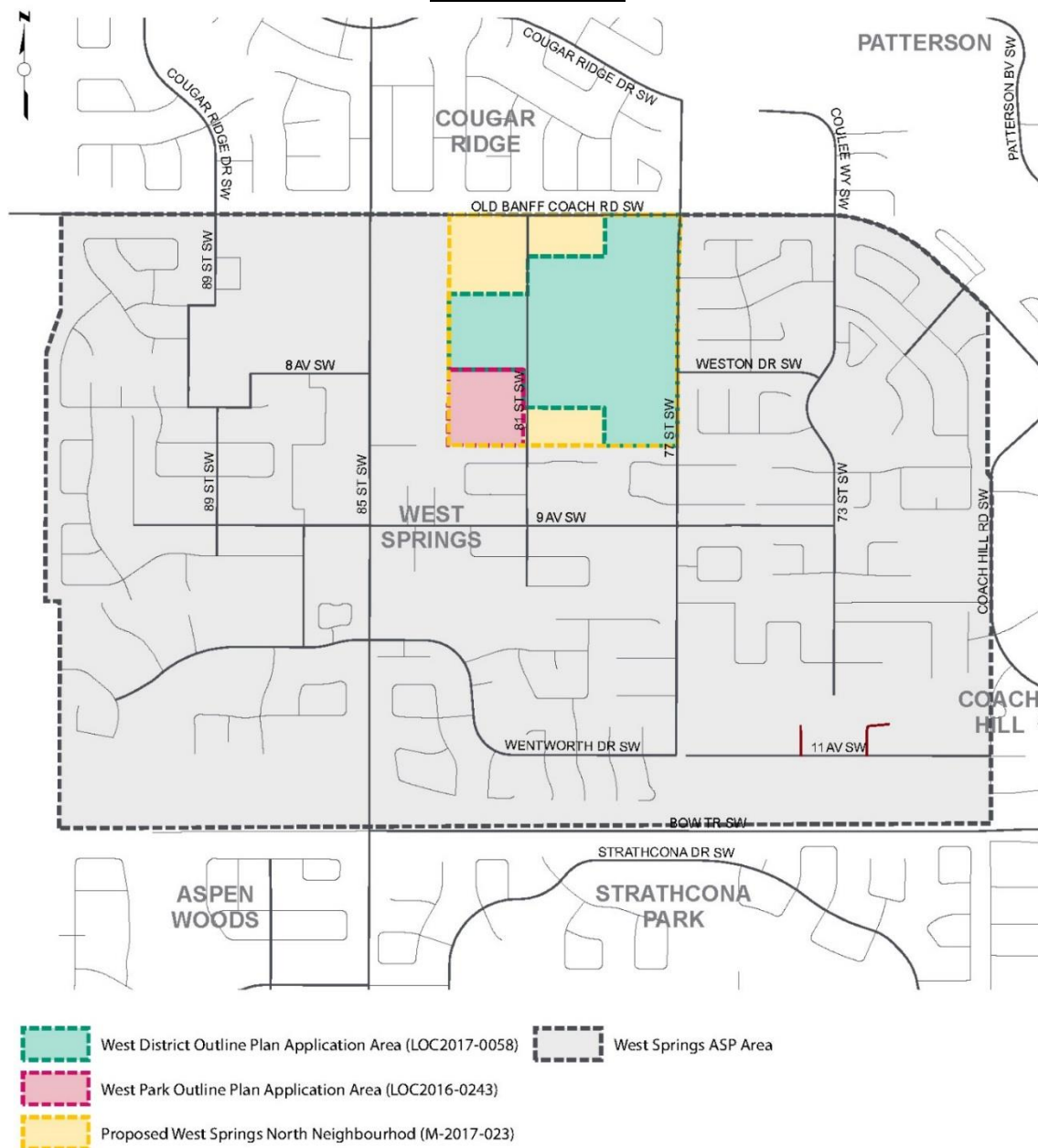
David White, CivicWorks

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MAP 22W

APPENDIX IV

CONTEXT MAP



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OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
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MAP 22W

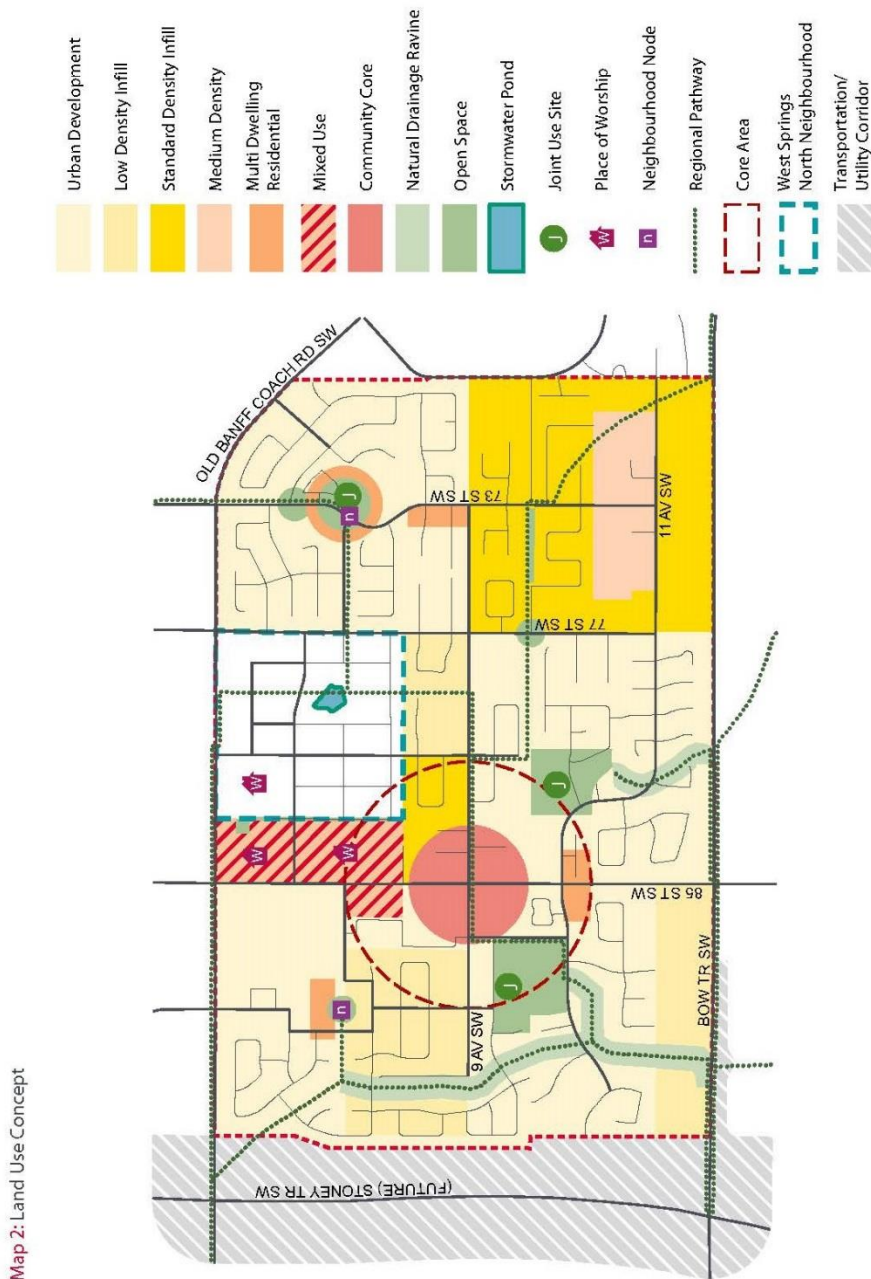
APPENDIX V



MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 15P2018

MAP 22W

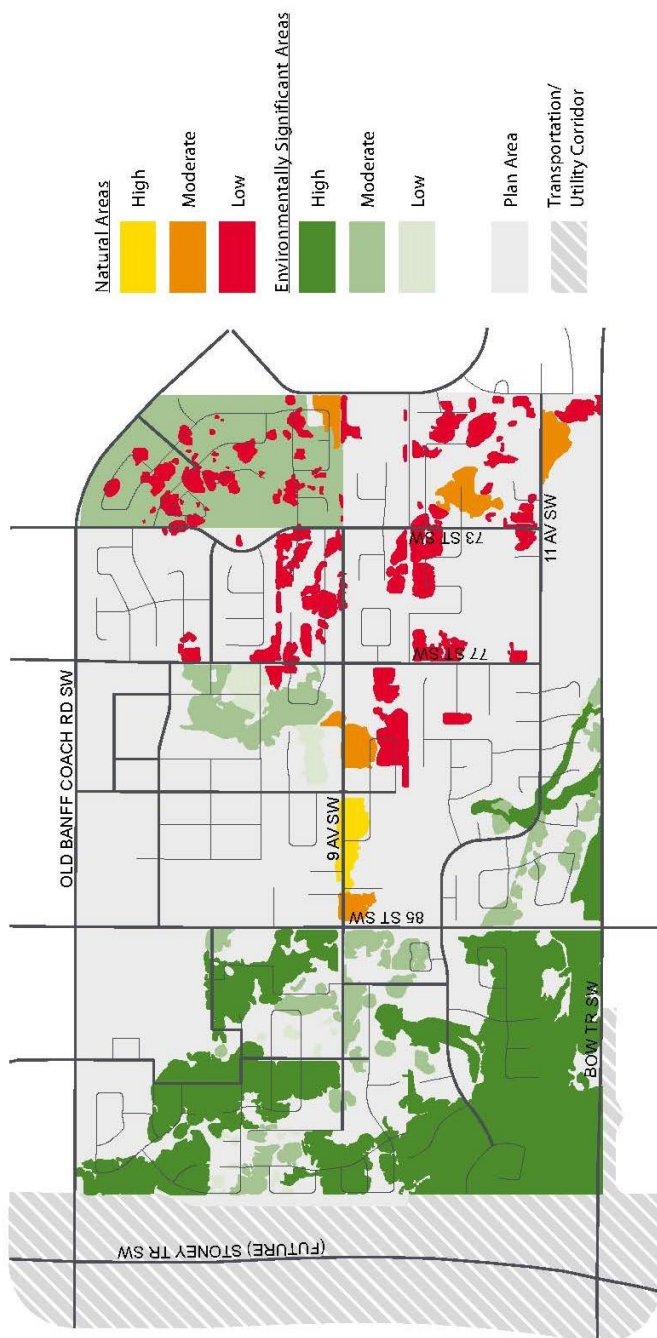
APPENDIX VI



MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 15P2018

MAP 22W

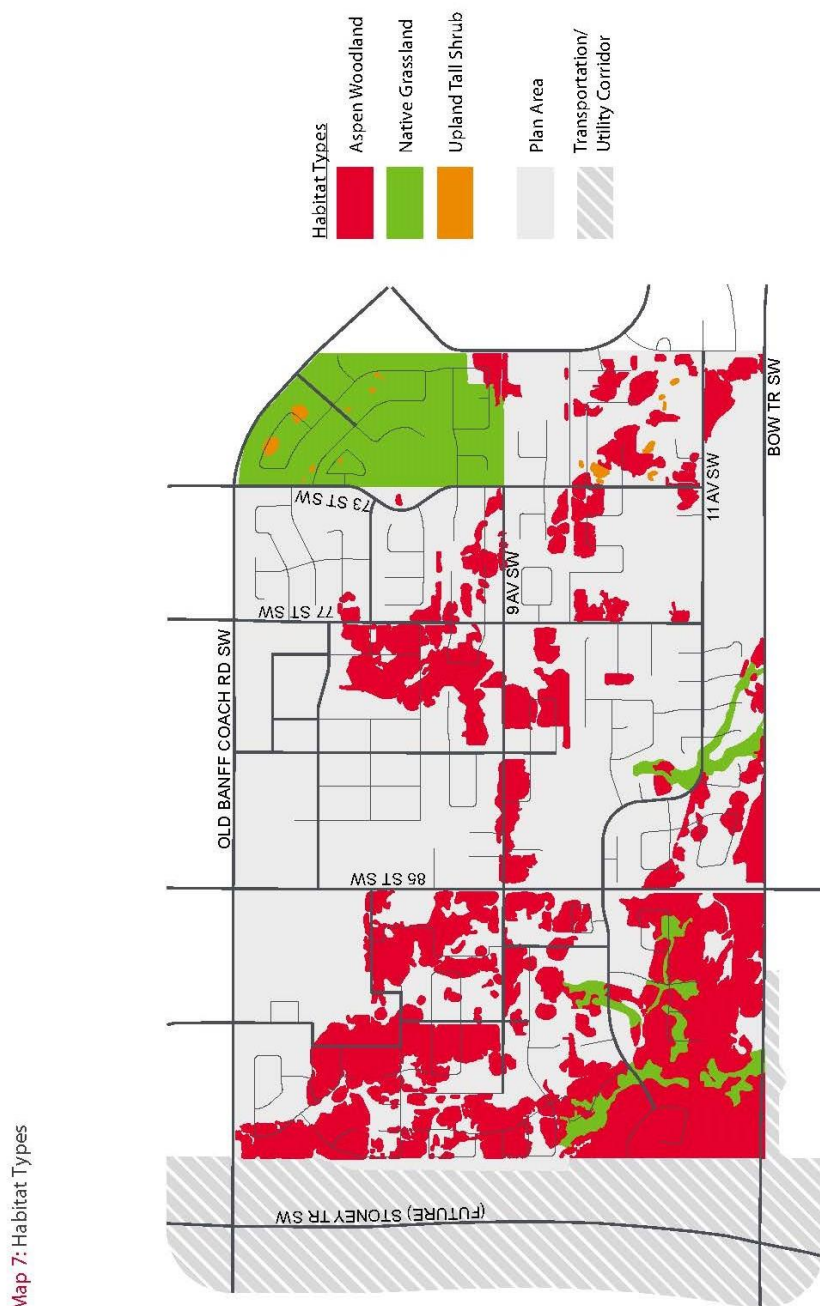
APPENDIX VII



MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 15P2018

MAP 22W

APPENDIX VIII



MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 15P2018

MAP 22W

APPENDIX IX

From: Weimer, Shane [<mailto:SWeimer@bdo.ca>]
Sent: Tuesday, December 12, 2017 3:34 PM
To: CPC <CPC@calgary.ca>
Subject: [EXT] Request to compromise as this is NOT a WIN WIN situation for the current residents backing on to 77th Street regarding the West Springs ASP amendment

Dear CPC,

In advance of the December 14th decision on the West Springs ASP amendment, we would like to bring to your attention the concerns of the community. The homeowners in this area purchased their property in reference to the 2012 ASP, which is dramatically different from the proposed amendment ASP.

Our largest concerns are as follows;

1. **Termination of Westward Ave at 77th street at the backyards of Weston Court and Weston Rise greatly increases light and noise pollution and safety concerns to those living at Weston Court and Weston Rise.**
2. Building height along 77th street exceeding residential home height currently existing along 77th street and far exceeding 2012 ASP

We are largely concerned about noise and light pollution, invasion of privacy especially to the homes at the termination of Westward Ave at 77th street (Weston Court and Weston Rise). **We are asking the planning commission to strongly consider moving the proposed T-intersection North a few yards to align with the existing intersection of Weston Manor SW. .**

The existing developer fence along 77th street was never designed for such a dramatic proposed change a design that will significantly increase the volume of traffic, light pollution and added noise (at the T-intersection), and significant reduction in privacy with the large apartment building overlooking existing yards. The current fence is in disarray and has limited privacy of 3.5 feet as lattice is used in the top quarter of the fence and provides no barrier for light, or sound. There is also limited trees along this street, so there is no privacy.

Therefore, given the significant departure from the original approved ASP, we believe it is reasonable for the developer to implement the following:

1. **Move the Westward ave intersection at 77th, so it aligns with Weston Manor (an existing intersection, and to avoid a significant burden on the existing families).**
2. **Reduce building height along 77th street to 9m maximum height to help with the transition into the existing community as per the objective of the developer**
3. **If the Planning Council decides to proceed with the current proposal, replace the fencing and install a developer funded 8-foot sound and light mitigating fence along the properties of Weston Court and Weston Rise (along 77th ave). This will help improve the privacy, reduce noise and light pollution from the new intersection and improve safety against vehicular accidents at this new intersection.**
4. **Along the East side of 77th street, plant mature low maintenance spruce trees to create a natural privacy wall (canopies touching). This will assist with year-round improved privacy from the vehicles, plus the 4 story buildings year-round originally planned which should be**

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MAP 22W

- changed to 3 story only as mentioned above this will reduce the shadows that occur at 4pm to at least 7 pm in the spring and fall when our children are playing in the back yards which is the reason most of us moved to suburbs.
5. install a bike lane or the regional pathway along the EAST side of 77th street, not on the west side.
 6. The closest to a win win situation for the residence backing on to 77th Street would be to connect Westward ave intersection at 77th, so it aligns with Weston Manor and then have the pond and green area from Weston Manor all the way to the other intersection at the south. This would ensure that there is sufficient drainage for the new community as well as ensure that the residence that are already established do not have early shadows in the spring and fall, traffic lights going into their back yards, high buildings directly across the street looking in on them and their children. I really don't think that this is too much to ask since we are giving up a lot considering it was zoned for single family when most of us moved in and single family homes would have increased our property value and instead we are going to have a decrease in property value as a result of the high density.
 7. Get the developer / City to pay a 30% of what the value of the residence should be to the current owners backing on to 77th street of as a result of decreased property values and 40% to the 2 houses where Westward avenue intersection will shine into to compensate them for the decrease in property value as a result of this development.

As residents of Weston Rise, we understand that the development will happen, but we do ask that the Developer and City Planners are fair and sensitive to existing community residents especially those along 77th street who will be impacted the greatest. Especially since when we moved it the area that is under review was zoned for single family homes. Our requests are small compared significant reduction in property value and quality of life we will incur as a result of the development of the West District. We suggest that the costs of these mitigating requests be passed onto the Developer who will be profiting greatly from this new development.

Thank you for taking the time to address our concerns. If you have any questions or concerns, please do not hesitate to contact us at the email or phone below.

Thank you,

Shane Weimer, CPA, CA
Partner through a Professional Corporation
BDO Canada LLP

sweimer@bdo.ca

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