

**LAND USE AMENDMENT  
WEST SPRINGS (WARD 6)  
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW  
BYLAW 53D2018**

**MAP 22W**

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**EXECUTIVE SUMMARY**

This land use amendment seeks to redesignate 21.89 hectares ± (54.09 acres ±) of land located in the southwest community of West Springs, from DC Direct Control District to multiple residential, commercial, office, institutional, mixed-use districts and a DC Direct Control District based on Commercial – Neighbourhood 1 (C-N1) to accommodate a neighbourhood commercial and community support development adjacent to a community park.

This proposed redesignation is intended to allow for the development of a mixed-use activity centre in Calgary's west sector that will provide for a variety of housing types, including single detached dwellings, townhouses and apartment units totaling approximately 1,500 dwelling units, for an average of 67 units per hectare (28 units per acre) across the subject lands.

Approximately 2,000 jobs over 19,000 square metres of local-serving retail and 41,000 square meters of campus-style office/institutional development will be provided with an anticipated intensity of 212 people and jobs per gross developable hectare. The comprehensively planned, transit-supportive area includes uses that provide local commercial and employment opportunities, allowing residents to live, work and play locally.

An amendment to the West Springs Area Structure Plan (ASP) is required to accommodate this land use amendment application (see M-2017-023). An outline plan in support of the proposed land use amendment has been submitted, and reviewed by Administration (APPENDIX IV).

**PREVIOUS COUNCIL DIRECTION**

None.

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**ADMINISTRATION RECOMMENDATION(S)**

2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed land use amendment.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaw 53D2018; and

1. **ADOPT** the proposed redesignation of 21.89 hectares ± (54.09 acres ±) located at 741, 761, 781, 821 and 841 – 77 Street SW, 740, 759, 760, 779, 780 and 820 – 81 Street SW, and 7877 Old Banff Coach Road SW (Plan 4740AK, Blocks 41, 47, 49 to 51, 54 to 58 and a portion of Block 48; Plan 4740AK, Lot 64) from DC Direct Control District **to** Residential – One Dwelling (R-1s) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Commercial – Office f3.0h20 (C-O f3.0 h20) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Mixed Use – General f4.0h26 (MU-1 f4.0h26) District, Mixed Use – General f4.0h30 (MU-1 f4.0h30) District, Mixed Use – Active Frontage f4.0h30 (MU-2 f4.0h30) District, Mixed Use – Active Frontage f5.0h30 (MU-2 f5.0h30) District and DC Direct Control District to accommodate mixed use development, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 53D2018.

**REASON(S) FOR RECOMMENDATION:**

The proposed land use designation is consistent with applicable policies in the Municipal Development Plan (MDP), and advances the goals of complete communities, intensification and greater housing choice. This proposal is also in alignment with the vision and policies of the proposed West Springs ASP amendment including the North Neighbourhood Plan Area section (APPENDIX V).

The vision for a higher-density, mixed-use, compact and transit supportive node will support long-term population and employment growth for the West Springs community, and provide local amenities to serve the area. This proposal 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 MDP goals while also aligning with the policies in the proposed West Springs Area Structure Plan.

**ATTACHMENTS**

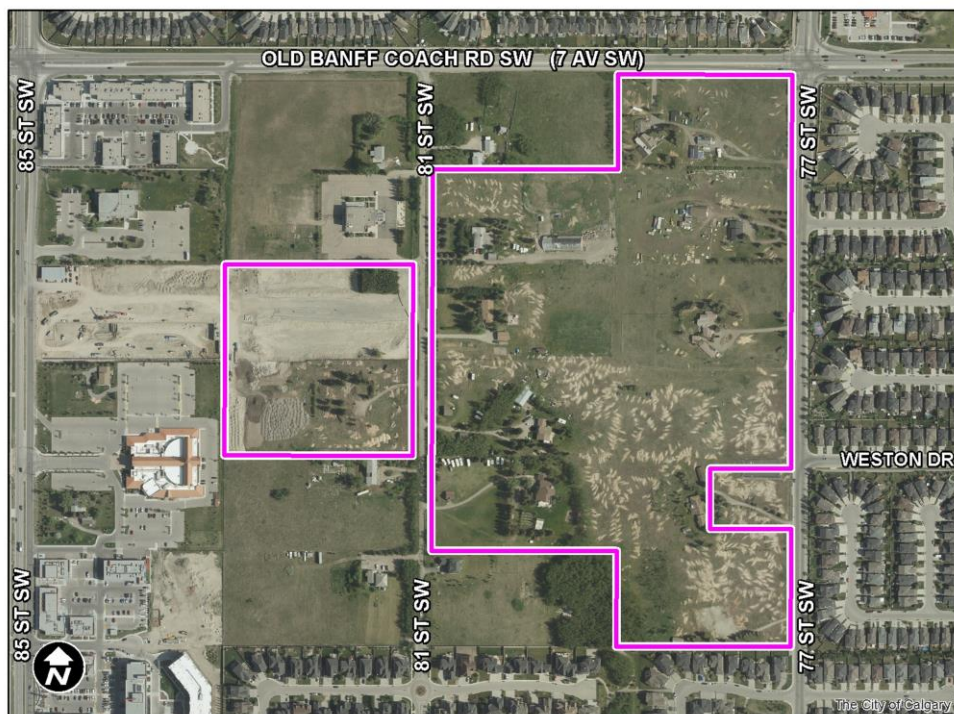
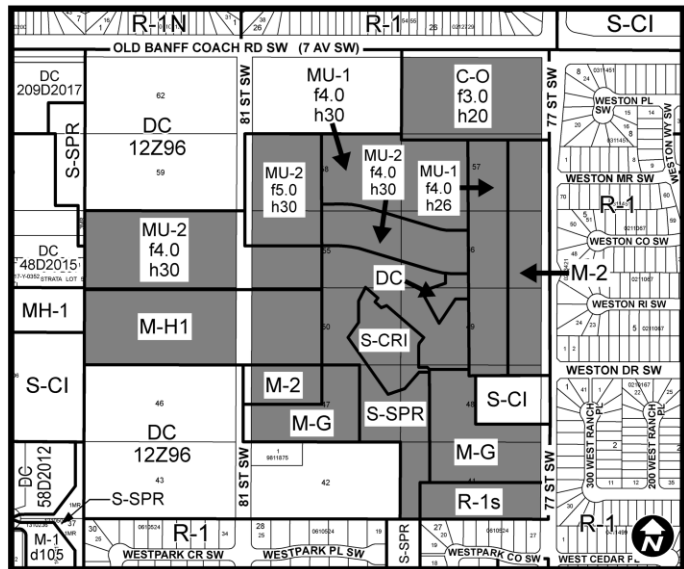
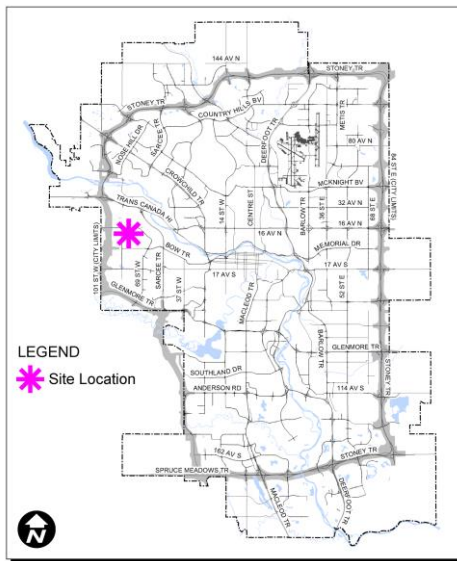
1. Proposed Bylaw 53D2018
2. Public Submissions

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 21.89 hectares  $\pm$  (54.09 acres  $\pm$ ) located at 741, 761, 781, 821 and 841 – 77 Street SW, 740, 759, 760, 779, 780 and 820 – 81 Street SW, and 7877 Old Banff Coach Road SW (Plan 4740AK, Blocks 41, 47, 49 to 51, 54 to 58 and a portion of Block 48; Plan 4740AK, Lot 64) from DC Direct Control District to Residential – One Dwelling (R-1s) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Commercial – Office f3.0h20 (C-O f3.0 h20) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Mixed Use – General f4.0h26 (MU-1 f4.0h26) District, Mixed Use – General f4.0h30 (MU-1 f4.0h30) District, Mixed Use – Active Frontage f4.0h30 (MU-2 f4.0h30) District, Mixed Use – Active Frontage f5.0h30 (MU-2 f5.0h30) District and DC Direct Control District to accommodate mixed use development with guidelines (APPENDIX II).

**Moved by: A. Palmiere**

**Carried: 9 – 0**

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**Applicant:**

CivicWorks Planning + Design

**Landowner:**

Truman Park Ltd

**PLANNING EVALUATION**

**SITE CONTEXT**

The subject lands are situated in the southwest quadrant of the city in the community of West Springs bound by Old Banff Coach Road SW to the north, 77 Street SW to the east, the existing subdivision of West Park to the south. The subject lands consist of 12 parcels totaling 21.89 hectares ± (54.09 acres ±). The subject parcels are approximately 2 hectare (5 acre) country residential acreages developed with single detached dwellings and accessory buildings. To the north, east and south of the subject lands are also single detached dwellings and to the west are commercial developments and places of worship. The area is relatively flat, with a gentle slope from west to east.

The subject lands were 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 was largely completed in the 2000s and due to the historical subdivision character of the area, the surrounding lands are heavily fragmented resulting in a pattern of development that has primarily been incremental, ad hoc, low-density and single use.

The subject lands represent an opportunity for a large pocket of undeveloped adjoining lands to plan comprehensively and to sensitively intensify the overall number of people and jobs in the region and have a significant impact in implementing MDP goals. This unique circumstance allows for a shift away from the ad hoc development that has occurred in the area.

In May of 2015, Council granted land use approval (LOC2014-0008) to the “Gateway” development located on Westward Avenue SW, just east of 85 Street SW. This development represents a change from the typical low density residential development of the area. The Gateway project acts as an entrance to the North Neighbourhood area (APPENDIX V) and is a precursor to future development along Westward Avenue SW. The first development permit (DP2015-3187) consists of two mixed-use buildings with a total of 216 units and approximately 1,950 square metres of commercial and retail development, and is currently under construction with an anticipated completion date of 2019. It is the extension of this scale of development throughout the subject lands that requires a major amendment to the West Springs Area Structure Plan (ASP).

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**LAND USE DISTRICTS**

This land use amendment application proposes to redesignate the subject lands from the existing DC Direct Control District to the proposed Districts as outlined below:

**Existing**

DC Direct Control District (Bylaw 12Z96)

The existing DC Direct Control District is restrictive in nature, allowing for only rural residential style development and a limited range of ancillary and public uses.

**Proposed**

Residential – One Dwelling (R-1s) District

Residential – One Dwelling (R-1s) District that accommodates residential development in the form of single detached dwellings with the opportunity for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite). This district is proposed on the southern edge of the subject lands to act as a transition between the existing single detached dwellings to the south.

Multi-Residential – At Grade Housing (M-G) District

Multi-Residential – At Grade Housing (M-G) District to accommodate grade-oriented multi-residential development, where all units provide direct pedestrian access to grade. The district is intended to be in close proximity or adjacent to low density development. The M-G district has a minimum density of 35 units per hectare (uph) and a maximum density of 80 uph.

Multi-Residential – Medium Profile (M-2) District

Multi-Residential – Medium Profile (M-2) District to accommodate development that is of a medium height and density, and is intended to be adjacent to, or within close proximity of low density residential development. A minimum density of 60 uph, and a maximum floor area ratio (FAR) of 3.0 are required.

Multi-Residential – High Density Low Rise (M-H1) District

Multi-Residential – High Density Low Rise (M-H1) District to accommodate high density multi-residential development, and allow for a limited range of support commercial uses located on the ground floor. A minimum density of 150 uph, and a maximum FAR of 4.0 are required.

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Commercial – Office (C-O f3.0 h20) District

Commercial – Office (C-O f3.0 h20) District to accommodate for a form of campus-style office/institutional development, with the provision of support commercial, such as restaurants and child care services.

Special Purpose – School, Park and Community Reserve (S-SPR) District

Special Purpose – School, Park and Community Reserve (S-SPR) District is applied to reserve lands (excluding Environmental Reserve), and allows for parks, schools, and community recreation facilities. This application proposes to apply the S-SPR district to a central open space that will be dedicated as Municipal Reserve in the central area of the proposal.

Special Purpose – City and Regional Infrastructure (S-CRI) District

Special Purpose – City and Regional Infrastructure (S-CRI) District to accommodate infrastructure and utility facilities, such as a stormwater pond which is proposed for the area.

Mixed Use – General (MU-1f4.0h26 / MU-1f4.0h30) Districts

Mixed Use – General (MU-1f4.0h26 / MU-1f4.0h30) Districts accommodate a range of residential and commercial uses, along commercial streets, and regulate building form ensuring appropriate setbacks, ground floor height, and building and window separation. MU-1 allows for either residential or commercial at grade. This application proposes MU-1 Districts at the east end of the main street to transition from active frontages to either residential or employment intensive as outlined in the proposed West Springs ASP (M-2017-023).

Mixed Use – Active Frontage (MU-2f4.0h30 / MU-2f5.0h30) Districts

Mixed Use – Active Frontage (MU-2f4.0h30 / MU-2f5.0h30) Districts accommodate a range of residential and commercial uses, along commercial streets, and regulate building form ensuring appropriate setbacks, ground floor height, and building and window separation. MU-2 requires commercial uses at grade. This application proposes the MU-2 Districts along active frontages as outlined in the proposed West Springs ASP (M-2017-023). Active frontages should have commercial ground floor uses.

DC Direct Control District (based on Commercial – Neighbourhood 1 (C-N1) District)

DC Direct Control District (based on Commercial – Neighbourhood 1 (C-N1) District) to accommodate a neighbourhood commercial/community support development adjacent to a community open space. The DC excludes uses that do not activate the public realm at grade, such as counselling services and financial institutions. Additional discretionary uses have been added that can contribute to the open space as an amenity space, including markets, performing arts centres, and conference facilities. The proposed DC permits a maximum building height of 17 metres, and a floor area ratio (FAR) of 1.5. A setback area of at least 3.0

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metres is required for property lines shared with a Special Purpose district, in this case the central open space. The proposed DC guidelines can be found in APPENDIX II.

Land Use Evaluation

The proposed mix of uses and development intensities are consistent with the objectives of the Municipal Development Plan and the proposed West Springs Area Structure Plan amendment.

The land uses proposed for the mixed-use main street, Westward Avenue SW, are the foundation of the neighbourhood node by accommodating a range of uses to generate activity and achieve a critical mass of people to create service efficiencies. The land use for the local employment hub will accommodate a range of small to large commercial-office users, as well as institutional users. The range of residential land uses proposed will help diversify the existing primarily low density development with a complementary variety of multi-residential dwelling types such as townhomes, stacked townhouses and mid-rise apartment dwellings. The proposed lower density residential land uses are complimentary to and allow for sensitive integration with adjacent lands.

The proposed central open space is a hybrid of a community park and functional infrastructure. The vision for this interactive open space is to provide a multi-functional space that will attract people all year long with activities during the day and evenings.

**DENSITY**

The anticipated density for the subject lands is 67 units per hectare (28 units per acre), with a proposed intensity of 212 people and jobs per gross developable hectare. The outline plan is anticipated to accommodate 1,501 units in a variety of forms and densities including single detached dwellings, townhouses and multi-residential buildings. The anticipated number of dwelling units is the maximum number anticipated for the area, as allowable units in the area are tied to the Transportation Impact Assessment completed for this application, and road network capacities. Please see Transportation section for further information on this.

The existing West Springs ASP identifies this area as Urban Development with a density of between 9.9 and 17.3 units per gross developable hectare (4.0 to 7.0 units per gross developable acre). The proposed West Springs Area Structure Plan (ASP) amendment identifies maximum units per hectare for various portions of the outline plan, ranging from 25 units per hectare (11 units per acre) to 80 units per hectare (34 units per acre) for residential development and from 1.5 floor area ratio (FAR) to 5.0 FAR for mixed-use and employment development. The proposed outline plan and concurrent land use amendment align with applicable density targets in the proposed West Springs Area Structure Plan (ASP) (M-2017-023). The proposed densities represent a significant increase, but will allow for a greater variety of development.

According to data from The City of Calgary's 2017 Census, the following table identifies West

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Springs' peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations.

<b>West Springs</b>	
Peak Population Year	2017
Peak Population	10,031
2017 Current Population	10,031
Difference in Population (Number)	0
Difference in Population (Percent)	0%

**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 outline plan is consistent with MDP policies including the Developing Residential Communities policies (subsection 3.6.1).

The proposed intensity of development is approximately 212 jobs and people per gross developable hectare. This places the proposal within the threshold of a Major Activity Centre (MAC). The proposal aligns with the policies and criteria for MAC's, 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 subject lands are currently well served by transit, with direct connections available to 69 Street LRT station. As development is realized, transit service improvements are anticipated to improve modal split and accommodate increased demand.

Proposed West Springs Area Structure Plan amendment (M-2017-023)

The existing West Springs ASP identifies this area for low density residential development. The proposed West Springs Area Structure Plan (ASP) amendment identifies the subject lands for a range of residential densities in addition to a local employment hub that will accommodate a range of small to large commercial-office users, as well as institutional users. This proposed land use amendment is in alignment with proposed West Springs ASP amendment (M-2017-023), which was reviewed together and informed each other.

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The subject lands are located within the West Springs North Neighbourhood area on the Land Use Concept Map (Map 2) in the proposed West Springs Area Structure Plan (ASP) (APPENDIX V). The proposed land use amendment is aligned with the proposed amendments to the West Springs ASP.

**TRANSPORTATION NETWORKS**

During the preparation of the West Springs Area Structure Plan (ASP) amendment, a Transportation Impact Assessment (TIA) was completed for the overall ASP area which includes development within the areas as proposed in the applicable land use amendment and outline plan applications. For clarity, some of the information from the proposed West Springs Area Structure Plan (ASP) amendment is included below.

The increased density proposed within the West Springs ASP amendment area has significant impacts on the local transportation network. To accommodate full build out, the ASP proposal requires the following infrastructure:

<b>Description</b>	<b>Funding Status</b>	<b>Funding Responsibility</b>	<b>Notes (all costs are Class 5 estimates [+100% to -50%])</b>
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	<ul style="list-style-type: none"> <li>• Minor improvements to signal timing</li> <li>• Left turn bays</li> <li>• Minor improvements to east bound-south bound right turn and thru lanes</li> </ul>

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As many of these pieces of infrastructure will eventually be required as a part of The City’s natural growth and evolution, Administration supports the proposed West Springs ASP amendment and this land use amendment application 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 or development permit).

The proposed West Springs ASP amendment has impacts to the proposed land use amendment and outline plan applications as follows (and further described in the Conditions of Approval):

- With the Bow Trail SW widening from 2 to 4 lanes, 600 residential units may be built in the West Springs ASP area.
- Residential units proposed beyond 600 units shall be subject to the policy in the West Springs ASP, once the amendments to the document are approved.
- 

Further Transportation Analysis may be required at tentative plan and/or development permit stage to address more site-specific issues such as site access and parking.

The associated proposed outline plan application is adjacent to (or connects through to):

<b>Street Name</b>	<b>Street Type and Typical Design Volume (vehicles per day)</b>	<b>Traffic Volumes (vehicles per day)</b>
Old Banff Coach Road	Arterial 20,000 – 35,000	10,000 increasing to 35,000 on approach to Bow Trail SW
85 ST SW	Arterial 20,000 – 35,000	15,000 increasing to 24,000 on approach to Bow Trail SW
77 ST SW	Collector 2,000 – 8,000	< 5,000
9 AV SW	Collector 2,000 – 8,000	< 5,000

Modified road cross sections were proposed which will be utilized for this land use amendment application, the associated outline plan (LOC2017-0058OP) and the adjacent outline plan (LOC2016-0243OP) to ensure a seamless and connected user experience. The modified road cross sections are agreed to in principal by Administration with some on-going discussions regarding line assignments, utility easements and street light design. Other transportation items to resolve include the timing for construction of the integrated Transit Centre, phasing plan for development, completion of Old Banff Coach Road SW from 3 lanes to 4 lanes between 85 Street SW and 77 Street SW, accommodation for cyclists at intersections and mitigating conflicts for pedestrians crossing the raised cycling facility. Both Applicants (LOC2016-0243 and LOC2017-0058) have:

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- provided a letter under Corporate Seal identifying the remaining transportation items to be resolved as the applications proceed to Public Hearing and tentative plan (subdivision) through to development permits; and
- committed to working collaboratively with Administration to resolve the transportation items identified.

The intersection of 81 Street SW and Old Banff Coach Road SW will be signalized when warranted.

**UTILITIES & SERVICING**

Three water tie-ins are required for the outline plan area:

1. An extension of the water main from 81 Street SW and Westpark Place SW and connected to the water main north of the site at Old Banff Coach Road SW.
2. An extension of the water main from 83 Street SW and Westward Avenue SW.
3. A connection into the water main along 77 Street SW.

Sanitary mains are available at 77 Street SW and at 81 Street SW with an extension north from Westpark Place SW.

The plan area has stormwater discharging to the West District Central Park and Stormwater Facility. The Central Park pond is an innovative design that combines a gathering space, natural landscape and stormwater infrastructure. An initial review of the storm pond design has been done ahead of CPC since the storm pond design is much different than a standard storm pond. A Stormwater Pond Report has not yet been submitted but Water Resources is comfortable that the pond footprint within the Public Utility Lot (PUL) will not be impacted.

**ENVIRONMENTAL ISSUES**

There were no significant environmental concerns identified.

**ENVIRONMENTAL SUSTAINABILITY**

The proposed development includes a compact mix of commercial and residential land uses which adds to the walkability of the proposed development. Environmental sustainability will also be evaluated by Administration when individual development permits are processed.

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**GROWTH MANAGEMENT**

There is no Growth Management Overlay in the policy plan, however this proposed amendment(s) requires transportation infrastructure to achieve full build-out. This infrastructure is currently unfunded in the Action Plan (2015-2018) budget. Also, only The City's connections to the western section of Stoney Trail are identified in Investing in Mobility. As a result, transportation capacity will be managed as outlined below:

1. Policy has been added to the proposed West Springs ASP amendment, Transportation section (Section 10), outlining the infrastructure improvements required for full build out of the Plan, including development added through the West Springs ASP amendment. Timing, location, capacity and demand will be evaluated at the outline plan / land use amendment review stage.
2. Outline plan Conditions of Approval include transportation conditions which will outline a phased approach and the need for further analysis to determine the number of residential units that can be developed, relative to capacity.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

Administration received a letter in general support of the application from the West Springs/Cougar Ridge Community Association on 2017 November 1 (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 design.

General comments and suggestions 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;
- Building heights along Old Banff Coach Road SW should be stepped back for any building height above 3 floors;
- Blanket approval for rooftop solar panels, geothermal solutions, rooftop gardens for buildings over 2 stories;

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- 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.

**Citizen Comments**

Administration received twenty-seven (27) letters in opposition to the application, and one (1) letter of support of the application.

Reasons stated for opposition are summarized as follows:

- Increase in traffic and noise, impacts to commute times, roads in area are already at capacity;
- Area is not near an LRT station, bus service is limited, and lengthy commute will likely result in people driving their cars;
- Expansion of 81 Street SW to a collector will disrupt community to the south, and increase traffic through a quiet residential area;
- Concern for children's safety when walking to school, especially across 77 Street SW to get to middle school, when there are no safe controlled crossings;
- Schools in the area are already at capacity and can't handle additional students;
- Not enough park space;
- Would like land along Old Banff Coach Road SW to be used for park space;
- Building heights don't reflect the suburban character of the community, a maximum of 3 to 4 storeys should be enforced;
- Medium/high density buildings along 77 Street SW will negatively impact the privacy and reduce the view for those homes backing onto it, as well as the Westward intersection on 77 Street SW;
- R-1s lots need to be same width as existing homes they back onto so that existing property lines are not being shared with 1.5 homes, and single detached dwellings restricted to two storeys; and
- Concerned that property values in area will be negatively impacted for existing homes, bought property based on existing ASP.

Reasons stated for support are summarized as follows:

- Development would enhance community and provide cohesion for surrounding communities.

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Administration responses to the citizen comments are summarized below:

<b>Concern</b>	<b>Response</b>
High density and building heights	The highest densities and building heights are located at the centre of the development, with building heights gradually transitioning down towards 77 Street SW, Old Banff Coach Road SW and the West Park subdivision.
Concerns about the impact additional density will have on the transportation and transit infrastructure.	Transportation impacts were reviewed and it was determined that a reduction from the original density ask would be more appropriate given the existing transportation network capacity. Several infrastructure upgrades will be necessary to ensure the network can support the proposed densities.
R-1s lots need to be same width as existing homes they back onto	Where there is no dividing lane or street to the south, development will complement the height and density of the existing homes.
Schools in the area are already at capacity	The build-out time for West District is approximately 20 years, meaning that this development would not likely amplify the immediate existing pressure on local schools. The Calgary Board of Education has submitted a formal application response indicating that, based on the proposed density, no new school sites will be required.
Not enough park space	The Central Park will be a year-round local community gathering place and a city-wide destination with 6.7 acres of multi-layered programming and facilities attracting a variety of age groups simultaneously.

**Public Meetings**

It should be noted that the public engagement for this application happened as part of a larger engagement for the West Springs ASP amendment. The next section is an overview of the engagement for the entire project.

Following the first phase of engagement, Administration shared many of the same concerns as those expressed by citizens such as the proposed density and impact on the transportation network. As a result, the overall density of the proposal was reduced by approximately one third, and mechanisms put in place to ensure that the traffic impacts of the proposed increase in 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 development.

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## 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 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



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- 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 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.

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- 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](http://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 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.

**Full engagement reports**

The full what we heard reports and verbatim comments for each phase can be found here:

[Phase one: What We Heard Report](#)

[Phase two: What We Heard Report](#)

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**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.
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.

J. McGuire

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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](http://westdistrict.ca/pdf/WD_WWHReport.pdf)

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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 adjoined 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 (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.

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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/>

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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

**Purpose**

- 1 This Direct Control District is intended to:
- (a) accommodate the **development** of an architecturally significant **building** that is integrated with the **park**; and
  - (b) accommodate a range of **uses** to create a neighbourhood commercial gathering place with active frontages.

**Compliance with Bylaw 1P2007**

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

**Reference to Bylaw 1P2007**

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

**Permitted Uses**

- 4 The **permitted uses** of the Commercial – Neighbourhood 1 (C-N1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District:
- (a) with the exclusion of:
    - (i) **Counselling Service;**
    - (ii) **Financial Institution;**
    - (iii) **Health Services Laboratory – With Clients;**
    - (iv) **Home Based Child Care – Class 1;**
    - (v) **Home Occupation – Class 1;**
    - (vi) **Medical Clinic;**
    - (vii) **Office;**
    - (viii) **Pet Care Service;** and
    - (ix) **Print Centre.**

**Discretionary Uses**

- 5 The **discretionary uses** of the Commercial – Neighbourhood 1 (C-N1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District:
- (a) with the addition of:
    - (i) **Accessory Liquor Service;**
    - (ii) **Amusement Arcade;**

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- (iii) Billiard Parlour;
- (iv) Community Recreation Facility;
- (v) Conference and Event Facility;
- (vi) Dinner Theatre;
- (vii) Food Kiosk;
- (viii) Indoor Recreation Facility;
- (ix) Market;
- (x) Market – Minor;
- (xi) Museum;
- (xii) Restaurant: Food Service Only – Medium; and
- (xiii) Restaurant: Licensed – Medium.

(b) with the exclusion of:

- (i) Addiction Treatment;
- (ii) Assisted Living;
- (iii) Custodial Care;
- (iv) Dwelling Unit;
- (v) Home Occupation – Class 2;
- (vi) Live Work Unit;
- (vii) Medical Marijuana Counselling;
- (viii) Place of Worship – Small; and
- (ix) Residential Care.

**Bylaw 1P2007 District Rules**

6 Unless otherwise specified, the rules of the Commercial – Neighbourhood 1 (C-N1) District of Bylaw 1P2007 apply in this Direct Control District.

**Floor Area Ratio**

7 The maximum *floor area ratio* is 1.5.

**Building Height**

8 The maximum *building height* is 17.0 metres.

**Setback Area**

- 9 (1) Where the *parcel* shares a *property line* with a *special purpose district* the *setback area* must have a minimum depth of 3.0 metres.
- (2) In all other cases there is no requirement for a *front setback area*.



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APPENDIX III

LETTERS SUBMITTED

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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 its 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 WINSPOORT 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,.

Suite 138, Unit 406, 917 - 85 Street SW Calgary, Alberta T3H 5Z9 Ph: 403.770.8585  
[www.wscr.ca](http://www.wscr.ca)

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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.

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**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 its 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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APPENDIX IV

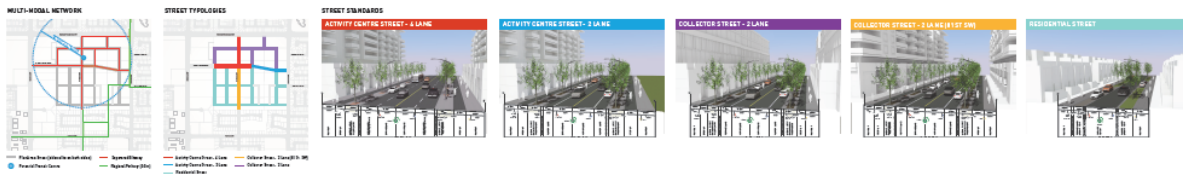
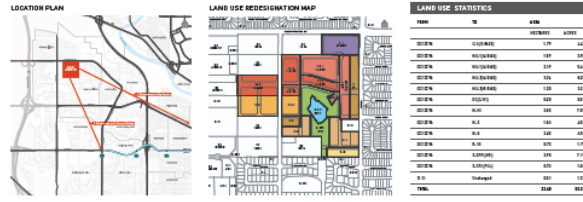
OUTLINE PLAN



<b>INITIATOR</b> OUTLINE PLAN AND LAND USE REDESIGNATION VERSION 1.1	<b>SPONSOR</b> TRUMAN	<b>DESIGNER</b> CIVICWORKS PLANNERS + DESIGNERS	<b>TITLE</b> OUTLINE PLAN AND LAND USE REDESIGNATION WEST SPRINGS OLD BANFF COACH ROAD SW WEST OF 77 STREET SW BYLAW 53D2018	<b>LOCAL DESCRIPTION</b> WEST SPRINGS (WARD 6) OLD BANFF COACH ROAD SW WEST OF 77 STREET SW BYLAW 53D2018	<b>PLAN NO.</b> OUTLINE PLAN AND LAND USE REDESIGNATION 1.1	<b>DATE</b> 2018-02-20	<b>SCALE</b> 1:1000	<b>PROJECT NO.</b> 2018-02-20	<b>DATE</b> 2018-02-20
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OUTLINE PLAN STATISTICS											
LAND USE	LAND AREA		TOTAL AREA		TOTAL AREA		TOTAL AREA		TOTAL AREA		TOTAL AREA
	AREA	PERCENT	AREA	PERCENT	AREA	PERCENT	AREA	PERCENT	AREA	PERCENT	
RESIDENTIAL	120	1.0	120	1.0	120	1.0	120	1.0	120	1.0	120
COMMERCIAL	100	1.0	100	1.0	100	1.0	100	1.0	100	1.0	100
INDUSTRIAL	100	1.0	100	1.0	100	1.0	100	1.0	100	1.0	100
OTHER	100	1.0	100	1.0	100	1.0	100	1.0	100	1.0	100

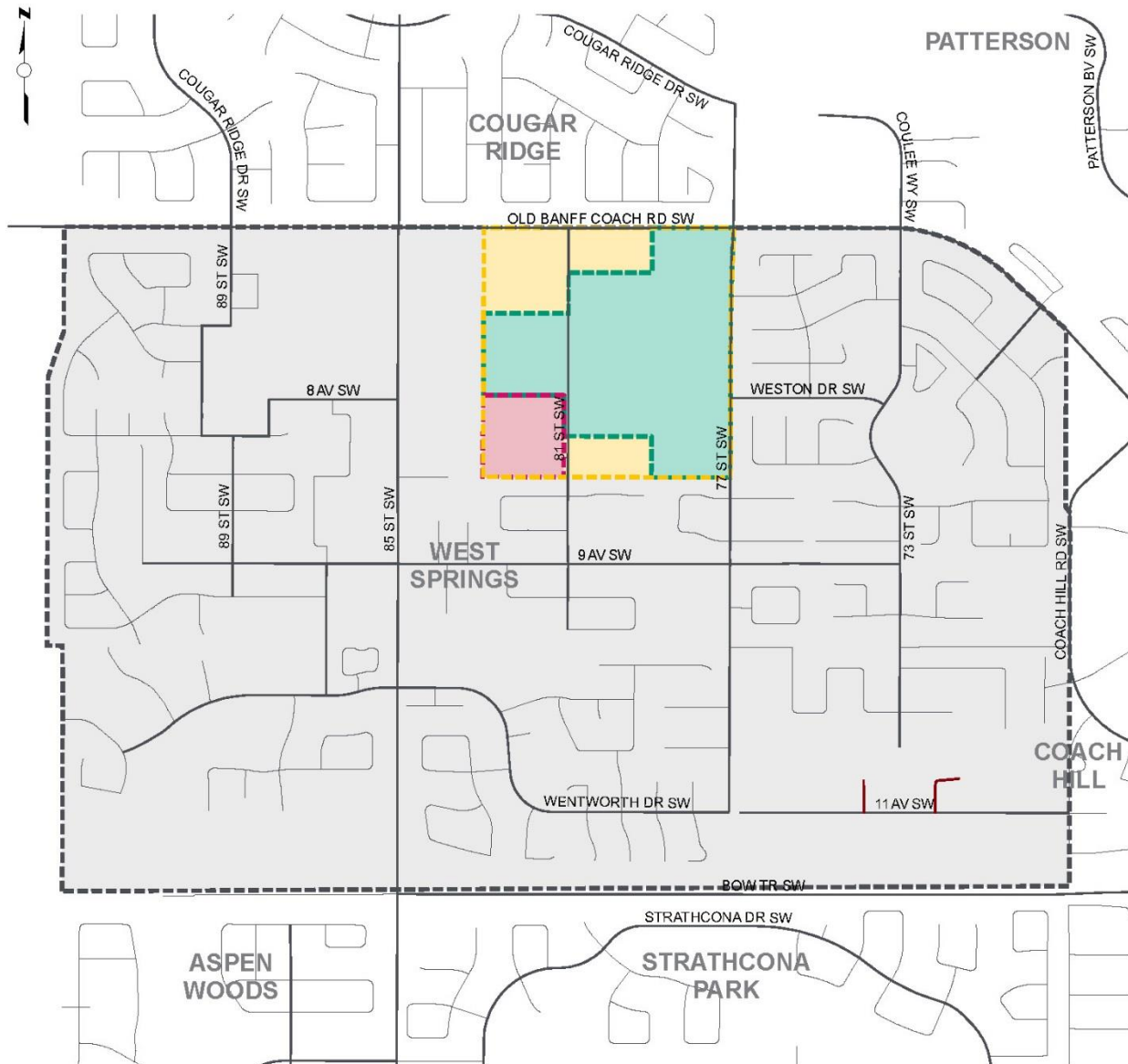


LAND USE AMENDMENT  
 WEST SPRINGS (WARD 6)  
 OLD BANFF COACH ROAD SW WEST OF 77 STREET SW  
 BYLAW 53D2018

MAP 22W

**APPENDIX V**

**CONTEXT MAP**



- West District Outline Plan Application Area (LOC2017-0058)
- West Park Outline Plan Application Area (LOC2016-0243)
- Proposed West Springs North Neighbourhood (M-2017-023)
- West Springs ASP Area