

Gibb, Linda A.

From: gmwilky@shaw.ca
Sent: Monday, July 15, 2019 9:15 AM
To: Public Submissions
Cc: Gloria Wilkinson
Subject: [EXT] West View ASP and implications for OBCR re public hearing July 29

Submission for West View ASP Public Hearing:

I live in Artists View in Rocky View County.

I see several MAJOR issues:

Never have we been consulted/informed as per the Intermunicipal Agreement. So what are the details of the negotiations from all parties – Calgary, AT and RVC? We need those before this application proceeds.

Map 5, p.37 shows two roads in RVC, neither of which should ever be approved for another urban development in a separate municipality. The one north of Hwy 1 is particularly dangerous as it is so close to the current 3-way corner at Twnshp 250.

Do not proceed with this ASP until a new transportation study is done. AND – that study should not be done until after Stoney Trail is completed so the new traffic patterns are established.

Define partial interchange at Hwy 1. Why does this deliberately align with the road through Crestmont now apparently declared permanent – without any consultation with our affected community?

Safety issues with Crestmont Road and OBC Rd require a round-about – paid for by the developer, not by either my municipal or my provincial taxes.

Map 2, p 13 shows two storm water ponds near Forzani Way. There is a heron rookery at the Bow River so these ponds must be designed and located to NOT interfere with that wildlife area.

Map 2, p. 16 shows neighborhood A having “environmentally significant areas”. This is a “weasel-clause” that allows developers to inch their way into more uses of that land. It must be taken as permanent Environmental Reserve up front.

The wildlife corridor starts south of OBC Rd (coming off TV hill and fed by springs) all the way around Artists View and runs all the way to the Bow – this is not marked at all. The current Crestmont development has begun to protect that corridor SO continue the line.

Gloria Wilkinson
230 Artists View Way
Rocky View County

Gibb, Linda A.

From: Stevens, Jodie on behalf of City Clerk
Sent: Thursday, July 11, 2019 8:22 AM
To: Public Submissions
Subject: FW: [EXT] Comments relating to the West View ASP

Good morning,

Please see the below comments.

Thank you

Jodie Stevens

Business & Logistics Liaison
City Clerk's Office - Citizen and Corporate Services
313 – 7 Ave SE
P.O Box 2100, Stn M Mail Code #8007
Calgary, AB T2P 2M5
P: 403-268-5851
E: jodie.stevens@calgary.ca

One City, One Voice



ISC: Protected

From: Richard and Heather Clark [mailto:clarkrh@telus.net]
Sent: Tuesday, July 09, 2019 1:07 PM
To: City Clerk
Subject: [EXT] Comments relating to the West View ASP

Hello - Comments regarding the West View ASP.

The plan contains much information. A subject that is discussed very little is transportation interface with the surrounding area. Apparently, a new functional transportation study is being proposed. This study should be conducted after the completion of the west ring road (WRR). The WRR will be a 'game changer' for area traffic. The reason for the WRR is to give traffic more an expedient, easier route. The result should be less traffic on Springbank roads.

There has been some soft discussion relating to the Old Banff Coach Road between Springbank Road and the OBCR interchange at Hwy#1. OBCR should remain open. Some discussion points are given below.

Comments on the draft West View ASP:

- The alignment of the N/S connector, appears to follow the concept in 'Land Use Concept 1' diagram and the alignment in 'Land Use Concept 2'. Interesting that it is a blend of the two. This makes use of the now permanent access road.

- On many of the diagrams, information has been minimal. The ASP has no clear diagram/air photo of the proposed road.
- Lowering the hill on #1 might allow for a 'cut' where an overpass could be installed
- A partial interchange is proposed. Not clear what this would look like. A guess would be - west bound #1 access to West View, - access from West View to east bound #1. For residents of WV, this would give good access to the city and avoid going on OBCR.
- Wildlife corridor. The WV overpass could have a 2m wide grass strip for wildlife crossing. Wildlife will find a path of least resistance, usually late at night, so little conflict. People may have to share the overpass. There is much wildlife in the area.

Thank you Richard Clark, Springbank

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Subject: Information relating to the topic of East Springbank transportation.

In discussions (ASP, open houses, Active Transportation) relating to activity in the Springbank area west of Calgary, there has been mention of the closure of OBCR. The reference has been with little public discussion. Here are some comments and observations on the subject.

Selective information is used to support one view to the exclusion of other information This will lead to a costly decision creating more problems. A constructive solution of enhancing a capable OBCR will contribute to the overall area.

- Transfer of traffic from OBCR, 1,500 – 2,000 vpd will be added to other roads
- Load increase of 53 – 74 % on SB road and RR31
- Traffic in the area should be shared, dispersed, allowing for alternate routes and access.
- Road width – it is mentioned as being 6.9m. Measurements indicate 7.1 m
- Width described as being 6.9 vs 7 m, a distance difference of 0.1m, 10cm, the width of a hand – insignificant in relation to the overall road width
- Measurements indicate that the OBCR is similar in width (7.1m) to roads like RR31, Twp 245, SB road, thus fully capable
- The approval of the West Ring Road (WRR) can be described as a 'game changer'. Much traffic will be diverted from the SB area and the OBCR in particular
- The WRR would take traffic that currently takes Hwy 1 west from/to SW Calgary communities, such as Cougar Ridge, Paskapoo, West Springs, Coach Hill, Aspen Woods, Christie Park, etc.
- Wait until the West Ring road is functioning to reassess traffic flow.
- OBCR has only 5 private driveways compared to 15+ on SB/RR31. Thus OBCR is a safer, less risky route.
- It is proposed that OBCR be enhanced by straightening some areas.
- A pathway for pedestrians and bicycles be constructed separate and parallel to OBCR. The pathway requires less subgrade preparation. A 2m width would allow easy maintenance by light equipment.
- SB hill (at Horizon on SB road) has a steep grade (6% for 1km). The transfer of traffic to SB road increases risk, creating a hazard.
- Rocky View County's "Greater Springbank Functional Study" (2008) envisioned the Hwy 1/Hwy 563 interchange remaining in its existing location. The study indicated that RR-31 would ultimately warrant a 6-lane arterial/expressway standard (capable of accommodating 51,000 vpd) and Highway 563 would warrant a 6-lane arterial (capable of accommodating 30,000 vpd). (Castle Glenn report)
- As a result of a perceived problem on OBCR, there is a desire to transfer the problem to another location. This creates or compounds a problem somewhere else, rather than addressing a concern. If a person had a problem with garbage, would they take it to their neighbour's yard and dump it there?

That would be a mistake that having been made would be unlikely to be admitted to and corrected.

- Use traffic calming measures, enforcement, photo radar.
- There has been little consultation on the subject.
- There is no input from the 2,000 vpd that use OBCR
- The CG report was intended to address the future classification requirements of the Highway 563 corridor. The report gave one view without consideration of alternatives.
- Increase risk on SB road hill near east of Horizon, increased travel distance 1.5km, Increase risk at intersection of SB road and RR31
- The OBCR is an historic route that stated in the 1880's as the Banff Coach Road. The Marquis of Lorne was so impressed with the vista that he wrote a hymn "Unto the Hills Around...". This was the original road for wheeled traffic heading west departing from the police post, heading to Shaganappi Point and then west. Perhaps the OBCR should be enhanced and celebrated as a feature.
- Closing OBCR is a drastic, extreme measure.

As a resident who will be impacted by the diversion of 2000 vpd, we would like OBCR kept open.

There are many things that can be done to mitigate traffic concerns.

For OBCR, there is support for addressing concerns by straightening and widening the road, and putting a separate, parallel activity (bike) path. This is a cost effective and helpful solution rather than dumping traffic from one area on to another. This solution would also maintain moderate traffic flow over alternate routes and emergency access to the OBCR area.

Please consider the planning, design, and logic of transferring 1,500 to 2,000 vpd on to other area roads.

KEEP OBCR/563 OPEN

Thank you....

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In discussions (ASP, open houses, Active Transportation) relating to activity in the Springbank area west of Calgary, there has been mention of the closure of OBCR. The reference has been with little public discussion. Here are some comments and observations on the subject.

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Please consider the planning, design, and logic of transferring 1,500 to 2,000 vpd on to other area roads.

KEEP OBCR/563 OPEN

Thank you....

Gibb, Linda A.

From: Lazic, Sanja
Sent: Thursday, July 18, 2019 10:23 AM
To: Public Submissions
Subject: FW: West View ASP
Attachments: Rocky View County West View ASP response July 18.pdf

Hi team,

Please review the email below.
Please note she specifically asked to confirm receipt of this email.

Thank you,

Sanja

From: DKazmierczak@rockyview.ca [mailto:DKazmierczak@rockyview.ca]
Sent: Thursday, July 18, 2019 9:59 AM
To: Huber, Morgan J. ; City Clerk
Cc: rbarss@rockyview.ca; AZaluski@rockyview.ca; Younger, Neil
Subject: [EXT] West View ASP

Hi Morgan,

Please see attached comments from Rocky View County on the West View ASP. I have also included your City Clerk's office to ensure that our letter is included within the Council agenda package for the July 29, 2019 meeting.

If you could please confirm receipt of this email, that would be appreciated.

Thanks,

DOMINIC KAZMIERCZAK
Supervisor Planning (Policy) | Planning Services

ROCKY VIEW COUNTY
262075 Rocky View Point | Rocky View County | AB | T4A 0X2
Phone: 403-520-6291
DKazmierczak@rockyview.ca | www.rockyview.ca

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July 18, 2019

Morgan Huber
City of Calgary
Community Planning | Planning & Development
The City of Calgary | Mail Code #8075
P.O. Box 2100, Station M, Calgary, AB, T2P 2M5

Via email: morgan.huber@calgary.ca

Dear Mr. Huber,

RE: West View Area Structure Plan (ASP) Comments

In response to your letter dated July 12, 2019, Rocky View County provides the following comments on the draft West View ASP. The County's previous response on July 2, 2019 is enclosed as an attachment.

Interface with Rocky View County (Section 3.5)

The suggested additional policy within Section 3.5 of the ASP, proposing to address how the ASP area will interface with the County, does not resolve the County's previously raised concerns.

There is insufficient detail in the proposed policies to satisfy the County that detrimental impacts will not be incurred by County landowners.

Suggested alternative wording for the additional policy is set out below that would resolve the County's concerns on interface matters.

2. Prior to approval of any outline plan within the ASP area, collaboration shall be undertaken with Rocky View County to establish appropriate land use compatibility and interface measures for lands adjoining the County within the Plan Area. Agreed measures shall be included within the approved outline plan and adhered to in subsequent subdivision and development permit approvals for lands within the Plan Area.

The County cannot support the draft ASP until the above items in Section 3.5 have been addressed.

Transportation (Section 6.3)

The County has not been given sufficient time to provide feedback on potential transportation impacts on its landowners and infrastructure.

The County received formal circulation of the draft ASP on June 3, 2019 and requested further technical information in its response during the 30 day circulation period. However, it did not receive the requested traffic generation data until July 12, 2019, thereby allowing only four business days for the County to fully assess the information and provide a response before the stated July 18, 2019 deadline for comments.

The information provided is under review and comments on transportation matters will be provided when available.

Your Administration's support for removing graphical reference to "Proposed Rocky View County Roads" on maps within the draft ASP is noted. These road alignments and pathways have not been discussed or agreed with the County and should be dropped from the draft ASP.

Stormwater Management (Section 7.3)

The City's response on stormwater matters, received in your letter dated July 12, acknowledges the County's "valid concerns that have not been addressed as part of the 2012 MDP (Master Drainage Plan), but will be addressed as part of the Master Drainage Plan Update". It is understood that the Master Drainage Plan is not intended to be updated until Outline Plan stage.

Although the response notes that stormwater ponds and catchment areas shown on Map 8 of the draft ASP are conceptual, several appear to discharge directly onto lands within the County. The County cannot support the draft ASP until updated information has been provided to allow for full assessment of these expected stormwater impacts on lands within its jurisdiction.

Taking the above concerns into account and the short timelines given for comment and collaboration on matters affecting the County, it is requested that the draft West View ASP be brought to the next Intermunicipal Committee meeting on September 6, 2019 for further discussion prior to proceeding to City Council for consideration.

Regards,
ROCKY VIEW COUNTY



Richard Barss
Acting Executive Director, Community Development Services

Attachment: Rocky View County initial circulation comments (July 2, 2019).

CC: Amy Zaluski, Manager Intergovernmental Affairs, Rocky View County
Dominic Kazmierczak, Planning (Policy) Supervisor, Rocky View County
Neil Younger, Intergovernmental & Corporate Strategy, City of Calgary



July 2, 2019

Morgan Huber
City of Calgary
Community Planning | Planning & Development
The City of Calgary | Mail Code #8075
P.O. Box 2100, Station M, Calgary, AB, T2P 2M5

Via email: morgan.huber@calgary.ca

Dear Mr. Huber,

RE: West View Area Structure Plan (WVASP) Circulation Response

With respect to the proposed West View ASP, the County offers the following comments for your consideration.

Where the *Rocky View County / City of Calgary Intermunicipal Development Plan (IDP)* provides guidance on the form and nature of consultation for lands identified as having mutual interest, the County requests that the policies outlined therein be utilized with respect to this application. The Interim Growth Plan is considered in review of all intermunicipal circulations, but where a framework for collaboration exists, the County is comfortable to operate within that context at this stage.

The County acknowledges the City's intention to provide for a more detailed planning framework and to undertake more detailed technical studies at outline plan stage. However, this affects the County's ability to fully appreciate and comment on the potential impacts upon its residents and infrastructure within the County. It is noted that the ASP could generally elaborate further on integration with the wider area, especially with respect to land use transition and interface with the County.

Planning:

Firstly, the County appreciates the provision for circulation of all applications within the plan area (Policy 8.5.2). If adjacent landowners within the County have not already been notified of the draft plan, it may be beneficial to seek their input. We are happy to provide contact information for those residents, should City administration require them.

Adjacent lands within the County are currently guided by the Central Springbank Area Structure Plan. These lands are currently identified for country residential development and some country residential uses are already developed in proximity to the ASP. The West View ASP proposes residential land uses along the boundary, which may be compatible with the current land use scenario for County lands if managed appropriately.

Policy 3.5.1 of the draft ASP confirms that interface planning principles should be reflected in all subsequent land use amendment, outline plan, subdivision and development permit applications in the plan area; however, no details are provided in the document as to how this will be achieved.

The County requests that consideration be given to providing more detailed policies within the ASP that guide the appropriate transitioning of land uses between municipalities in accordance with section 6.0 of the *Rocky View County / City of Calgary Intermunicipal Development Plan (IDP)*. Consideration should also be given to appropriate transition tools.

Inclusion of more detailed transition policies within the ASP would further support compliance with Policy 6.1.4 of the IDP. This policy recognises the importance of intermunicipal entranceways that provide access and egress between municipalities and the necessity to provide special consideration for these entranceways.

High-level policies covering transition in terms of land use and building form, subdivision, site and building designs are encouraged within the ASP. Implementation of these policies and the IDP transition and entranceway policies should be included in the interface policies of the future outline plan(s).

In addition, we suggest that the County's Agricultural Boundary Design Guidelines be utilized when considering all new developments adjacent to existing agricultural areas within the County until such time as these lands develop. The guidelines are intended to reduce land use conflicts, which is in accordance with the principles of the IDP as noted above.

[Agricultural Boundary Design Guidelines](#)

Recreation:

With respect to the proposed recreational amenities in the West View ASP; provision should be given for the following considerations:

- It is recommended that the City of Calgary takes into consideration the Northwest Recreation Study that the City of Calgary and Rocky View County are collaboratively working together on as the proposed site shares limits with the Rocky View West District. The Province of Alberta has mandated the development of shared municipal service agreements (Inter-collaborative Framework Agreements - ICF's) where the potential demand for efficient inter-municipal services exists. To understand the need for inter-municipal services, The City of Calgary (The City) and Rocky View County West Region (The County) are working collaboratively together to complete a regional recreation study.
- It is recommended that the City of Calgary takes into consideration the Rocky View West District plan 2019-2024 ([link](#)), where recreational needs for the County West region are identified, as well as the 2017 Rocky View West State of Recreation where population and demographics analysis for the region are included, as well as catchment area profiles for regionally significant amenities, and demand analysis ([link](#)).

Parks & Active Transportation

With respect to the proposed parks, open space and active transportation network presented in the West View ASP; provision should be given for the following considerations:

- Network alignments identified in the joint 2014 City of Calgary and Rocky View County – “Intermunicipal Pathways and Trails Study” that are located within or intersect with the West View ASP are recommended to be explored with connectivity considered to be high priority.

- Inter-municipal connectivity -- where feasible -- are recommended to be of a design that presents users with a seamless and uninterrupted experience.
- Network alignments identified in Rocky View County's "Active Transportation Plan: South County" are recommended for consideration for provision of regional active transportation network connectivity.
- As per Rocky View County's Parks and Open Space Master Plan; preservation of lands deemed to be of environmental significance should be protected in order to allow for contiguous preservation with similar lands in Rocky View County.

Community Support

Communities that provide a variety of social, cultural and recreational opportunities, a range of housing choices, a mix of land uses and a diversity of transportation choices generally result in an enhanced quality of life. Provision for providing access to healthy choices, social supports and accommodations for safe neighbourhoods should be formally declared via plan policy to ensure any consideration for increased community population receives appropriate resourcing and support to meet future needs.

Engineering:

Transportation (Section 6.3)

The City has indicated that a forecast analysis has been completed but there is no technical study to support the transportation network shown in the proposed ASP. The County requests this information in order to provide a full review of the ASP.

- The County would appreciate receipt of information relating to the proposed land uses and population distributions, so that the information can be added to the County's transportation model. This will also allow the County to coordinate its technical studies and land use strategy within the Springbank ASP review process to better integrate with the West View ASP.
- The County was previously asked to review a number of possible configurations for the half interchange. It is not aware of the final configuration that has been approved. Again, the County would appreciate this information for incorporation into the County transportation model to ensure a proper integrated approach has been taken with respect to these lands and the Springbank ASP lands.
- The County requests clarification on how possible impacts to provincial (HWY 563/HWY 1) and County infrastructure has been considered. Based on traffic generation of the proposal, is there a need for roadways within either provincial or County jurisdiction to be improved as a result of the increased traffic?

Map 5 – The alignment of future County Roads should not be shown within the City ASP unless these have been agreed to and confirmed with the County. Similarly, the future intersections that are not within Calgary's jurisdiction should not be shown. The County would suggest that an alternative approach would be to identify the proposed western connections along the municipal boundary and show only the general direction of transportation/active transportation routes into the County.

Stormwater Management (Section 7.3)

- The County would recommend reference to low impact development strategies and source water protection in this section.
- The County would question how the future pond locations have been established in the absence of an updated Master Drainage Plan (MDP).
- With respect to Policy 5, the County would appreciate some elaboration/clarification on the intent of this policy.

West View MDP Comments

The cover page to this document outlines that updates will be undertaken to this document. The County has therefore only done a high level review of the document considering the document may substantially change at such time when the MDP is updated. We request that the updated MDP is sent to the County for formal comment when it is completed in future (prior to outline plan approval).

Pond C

Pond C appears to be discharging directly onto County lands (p. 61, Figure 4.1). Figure 6.1 (p. 62) indicates that the pond is discharging into the Range Road 30C ravine. However, the ravine and Range Road 30C are not shown in GIS.

- What is the location of the ravine exactly? Is this an existing drainage course?
- What path of travel does the drainage downstream of the ravine take? Is there an existing drainage course that the ravine leads to?
- Where is the ultimate outlet for this drainage course through the County? Does the drainage course have sufficient capacity to accommodate added flows from the pond?

Pond E

Figure 4.1 (p. 61) of the report shows Pond E discharging into an unnamed ravine that ultimately discharges into the river. This unnamed ravine crosses through what appears to be private property within the County. According to our GIS, there is no surface water or riparian setback in the location of the unnamed ravine.

- Is there actually a ravine in this location?
- Has any consideration been given to the land owner that may be impacted by this? Have any discussions or agreements been made (i.e. for storm water easements, etc) with the land owner?
- If there is a ravine in this location, how much flow does it currently accommodate? Does it have enough capacity to accommodate the added flows from the pond?

The County requests further information to understand and comment on the above stormwater and transportation related concerns prior to this plan proceeding.

We look forward to clarification on the items above and are happy to discuss in person or over the phone. Thank you for providing the opportunity to comment and should you have any questions, please contact the undersigned.

Regards,
ROCKY VIEW COUNTY

Jessica Anderson
Planner, Planning and Development Services

CC: Dominic Kazmierczak, Planning Supervisor, Rocky View County
Amy Zaluski, Manager, Intergovernmental Affairs, Rocky View County
Gurbir Nijjar, Engineering Supervisor, Rocky View County

Gibb, Linda A.

Subject: FW: [EXT] Fwd: Letter to Council for JULY 29, 2019 Proposed West View Area Structure Plan, POL2018-0001

Attachments: SNYDER_councilletter22JUL19_finaldraft.docx; SNYDER_detailcomments22JUL19_final.docx; SNYDER_ContextLocationMap.pdf; SNYDER - Revised Sanitary Sewage Concept.pdf; SNYDER - Revised Water Services Concept.pdf; SNYDER- Revised Storm Drainage Concept.pdf

From: Karin Finley [<mailto:finleykarin@gmail.com>]
Sent: Monday, July 22, 2019 12:04 PM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Fwd: Letter to Council for JULY 29, 2019 Proposed West View Area Structure Plan, POL2018-0001

On behalf of Joan Snyder, please see the attached letter and background information (5 attachments referenced in the letter) intended for submission for the July 29th meeting of Council.

Should you have any questions or concerns regarding this submission or the project, please do not hesitate to contact me directly or one of the members of our team.

Best regards,
Karin

Karin Finley
e. finleykarin@gmail.com
c. 403.630.9353

This email and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return email, delete this email, and do not copy, use or disclose it.

*Joan C. Snyder
3615 – 9th Street S.W.
Calgary, Alberta
T2T 3C8*

July 17, 2019

Re: Letter to Council for Public Hearing JULY 29, 2019
Proposed West View Area Structure Plan, POL2018-0001 requires Due Consideration of
Regional Servicing and Environment within the ASP and Planning Process

Your Worship & Members of Council,

The Snyder Lands (N1/2-25-24-03-W5), a private landholding of the Snyder family for over 60 years, comprise approximately 300 unfragmented acres west and south of the West View Area Structure Plan (WVASP) area, immediately adjacent to Old Banff Coach Road, that:

- Align with the Principles & Objectives of the Calgary Metropolitan Region Board (CMRB) Interim Growth Plan (IGP),
- Provide a unique opportunity to complete the edge of the City of Calgary and integrate seamlessly with suburban housing that exists in Rocky View County,
- Provide for a sustainable development pattern, whether in the City or Rocky View County (RVC),
- Are readily accessible to existing City services at no extraordinary cost to the City,
- Are near and readily accessible to the Old Banff Coach Road interchange with Highway 1, and future transportation solutions proposed within the plan area,
- Are immediately adjacent to, are a logical extension of, and can be comprehensively planned and developed with the neighbouring developers' lands in RVC or the City or both, and
- Would contribute to a "critical mass" through density that would support employment and other Community uses considered in the West Regional Context Study.

We are generally in support of the proposed West View Area Structure Plan and appreciate the work completed by Administration within the scope of the project. At the same time, we wish to bring attention to regional matters where, given the location of the WVASP, it is bound to have impacts on neighbours in the next jurisdiction. Please see the following four key items that we request be considered and included in the Final WVASP.

1. WATERSHED - BOW RIVER CATCHMENT

The Snyder Lands form part of the Bow River catchment area and drain to the north and east to the Bow River. These, and adjacent lands, have natural outflow upstream of and very close to the Bow River reservoir intake. Environmental solutions - and most importantly - source water protection for Calgary are best accommodated by system servicing for the entire catchment area for cost-effective and efficient outcomes.

While servicing options exist in theory in Rocky View County, the built solution estimates are cost-prohibitive *when considered separately from the catchment area*. Due consideration must be given during the planning processes currently underway to ensure that the entire catchment area is considered in its entirety, and that lands within the area are not fragmented (Note that the Snyder Lands are within Catchment D as shown on Map 8. P.45 in the WVASP). ***The Snyder Lands need to be reviewed as part of the whole catchment, along with other landowners within the Bow River catchment area.***

*Joan C. Snyder
3615 – 9th Street S.W.
Calgary, Alberta
T2T 3C8*

2. TRANSPORTATION

The road network must be considered regionally, and more details should be included in the WVASP to identify the unique road configuration and needs of the region - even at a high level - and be clear about notification and future process steps.

Old Banff Coach Road provides a unique boundary along the southern edge of the WVASP as it is a Provincial Road / jurisdiction, a rural cross-section, and an edge condition between City and RVC. As such, we suggest that it requires a different approach in the WVASP. Policy 5.2.5 in the proposed WVASP refers to further review by Alberta Transportation regarding a pathway connection to Valley Ridge. Similarly, it seems appropriate to **add language for Alberta Transportation review and RVC consideration of any future pathway/road connection at Old Banff Coach Road in the WVASP**, particularly within Section 6.0 Mobility.

The transit route, regional pathway, and roadway connection shown in the WVASP as connecting to Old Banff Coach Road all conflict with current agricultural operations on the Snyder Lands. While agriculture is not the future considered use, it is the interim use and **on-going Agricultural uses need to be considered within the WVASP** (see *Agricultural Interface policy - IDP p.18 Section 6.2*).

It should be noted that the WVASP makes no reference to the CastleGlen Transportation Study completed in 2014 and its recommendations regarding Old Banff Coach Road, which included closing portions of the road - this would have a significant impact on future developments and access points along the road. **Interface policy and affected landowner engagement should be considered within the WVASP.**

The Regional Transportation Network considerations in Section 6.3 are limited to WVASP lands only - rather than the region - and do not consider effects on neighbouring parcels, like the Snyder Lands. **We ask that the WVASP include wording that future studies and planning stages consider the impacts of City development on lands outside of the WVASP i.e. on the Snyder lands, on Old Banff Coach Road and its capacity, on the interchange at Highway 1, and on future access from RVC to the proposed half interchange.**

In order to meet the intent of the transportation network as stated in Section 6.3 of the WVASP to *"link neighbourhoods together and be functional, safe and efficient for all modes of travel"*, we request that the Snyder Lands be considered a neighbourhood and **arrows should point in the direction of growth to the south.**

The WVASP should also include **notification requirements to landowners** directly affected by WVASP lands feeding traffic onto Old Banff Coach Road and of all subsequent processes including Growth Management Overlays, Outline Plans, design and traffic assumptions / analysis, and construction.

3. REGIONAL GROWTH OPPORTUNITY

Environmental policy and desired outcomes drive the need for servicing solutions to come from the City. In order to meet high-level goals, including environmental sustainability and cost-effective development, servicing and economics dictate the need to plan for higher density development on the Snyder Lands. Planning for lower density does not provide the economics to support a piped system. Without a piped system, storm and sanitary may not meet environmental standards. Currently, both higher-density planning and servicing solutions are available only within City of Calgary boundaries and policies.

*Joan C. Snyder
3615 – 9th Street S.W.
Calgary, Alberta
T2T 3C8*

In order to meet purpose, principles and objectives of the Calgary Metropolitan Region's growth plans, the Snyder Lands need to be viewed contextually as an opportunity within all current planning processes, regardless of municipal jurisdiction. Future uses can be based on common Interests of all landowners, County, City and Region:

- Regional Planning & Land Use
- Strategic Growth (population and employment)
- Infrastructure & Services
- Financial Impacts & Taxation

We request that the City provide due consideration of the population potential (of 8 upa minimum) on the Snyder lands and the impacts on design, particularly traffic volumes and the potential future half interchange within the WVASP.

We request that the WVASP include either further details of the impact of development on both City roads and Provincial Infrastructure, or detailed process steps, including notification for affected neighbours, that may be anticipated at the next planning step.

4. ROCKY VIEW / CALGARY INTER-MUNICIPAL DEVELOPMENT PLAN (IDP)

The Snyder Lands are located within the IDP Policy Area (see Map 1 p.3 – IDP) and were also within the City's **proposed annexation** lands in 2002. We think that the annexation consideration was based on logical planning and cost-effective servicing extension of the city and, fundamentally, made a lot of sense. **We request that Calgary & RVC consider annexation or cross-jurisdictional servicing for the Snyder Lands (and neighbouring parcels within the catchment)** prior to adoption of the CMRB's Growth & Servicing Plans expected by December 2020. We understand that the IDP allows for such considerations.

We also understand that the IDP is currently under review by the City and may be subject to amendments in the near future. In the event that annexation is not being considered, **we request that the IDP amendments add the Snyder Lands to the Key Focus Area Highway 1 West Corridor.** As described above and on the attached plans, the Snyder Lands are within the same catchment and servicing area and should be considered consistently within the same unit of land.

In conclusion, recognizing the jurisdictional challenges, we strongly believe that in order to achieve the CMRB Regional Growth Principles, the WVASP should/must include appropriate language to recognize and address the regional context, the future potential and the strategic relationship of the Snyder lands to the WVASP lands in terms of watershed/servicing planning, transportation planning and regional growth opportunities.

Sincerely,

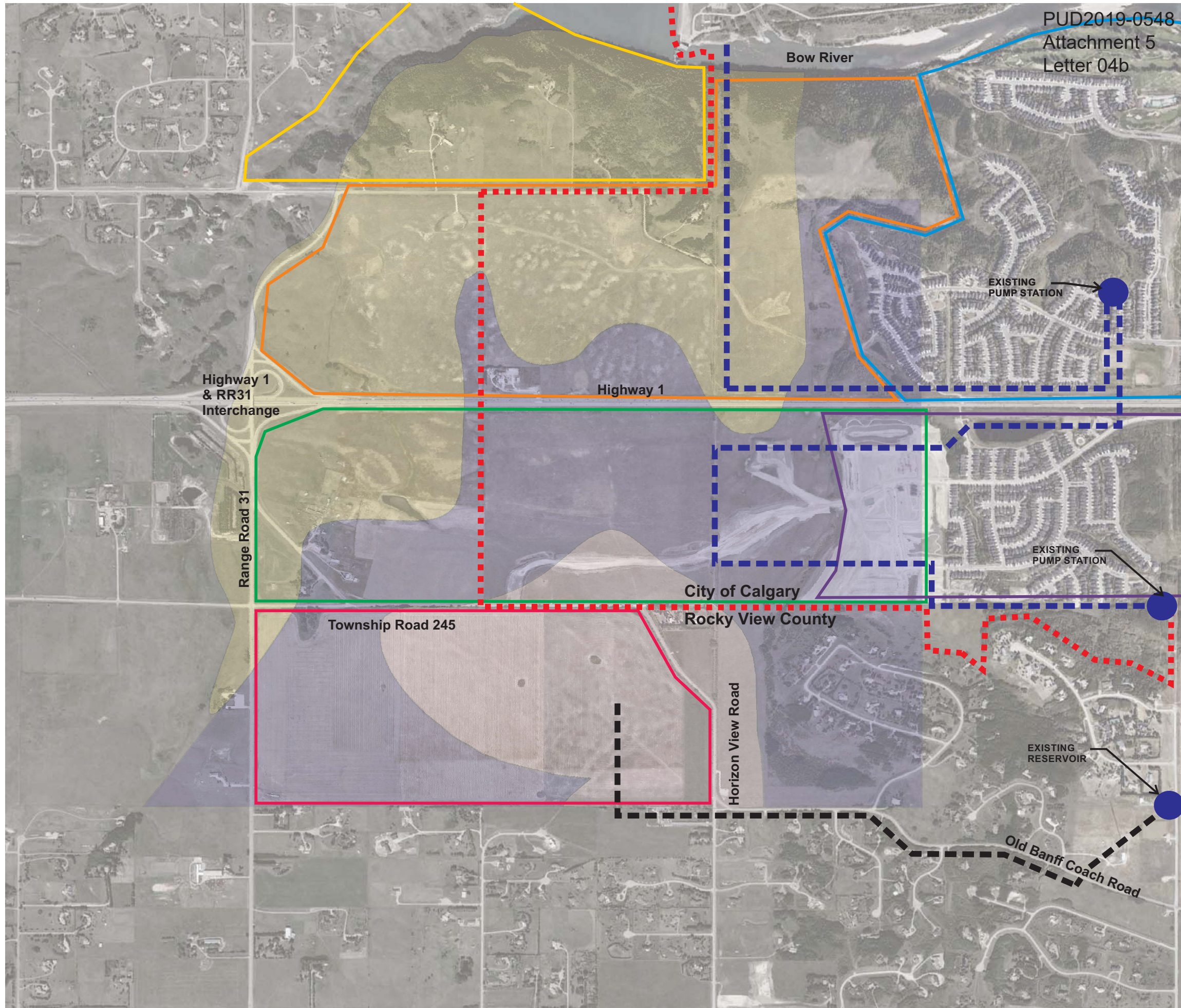
Joan Snyder

Attachments:

Location Map, including catchment
Stormwater, Sanitary, Water Servicing Plans (3)
Detailed Comments/Asks re West View ASP

Snyder Lands West Calgary

Water Servicing Concept Plan



Legend

- City of Calgary Boundary - - - - -
- Land Owners
 - Snyder Lands ———
 - Qualico/Partners Lands ———
 - Melcor Lands ———
 - Crestmont ———
 - Valley Ridge ———
 - Truman Lands ———
- Proposed Feedermain - - - - -
- Future Feedermain - - - - -
- Crestmont PZ
- Broadcast Hill PZ
- Big Hills West PZ



The Snyder Lands (N1/2-25-24-03-W5)

Detailed Comments / Asks re West View ASP July 22, 2019

In a recent meeting with City Administration, servicing and catchment boundary information were presented. While the City has not planned the West View ASP outside of its jurisdiction, we felt it necessary to point out that there would, nonetheless, be an impact on the Snyder Lands.

This type of impact is recognized with several policy statements in the Rocky View / Calgary Inter-municipal Development Plan (IDP) including:

- IDP 3.1.3 "Joint study topics may include but are not limited to, transportation, open space, stormwater management, environment, or shared institutional development."
- IDP 6.1.3 "Interface policies should be applied to achieve development that respects existing and planned land uses across the municipal boundary and should mitigate nuisance factors. These policies are intended to be applied to land uses across municipal boundaries. Individual municipal policy should guide land use transitions within a single municipality."

Re: Request for additional language that directly considers impacts of City development on the Snyder lands, on Old Banff Coach Road and its capacity, on the interchange at HWY1 and future access to the potential interchange from RVC, even for a future study or planning stage - and - Notification requirements for landowners should be noted in the ASP

The WVASP could add more detail regarding interface policies, particularly as it affects existing and planned land uses.

See WVASP p. 20 Section 3.5 compliance with interface guidelines (IDP Section 6.0).

See also IDP 4.1.3 (d) Explore the integration of land use policy, which should include:

- references to this document for circulation procedures,
- appropriate textual and visual (e.g. maps) references to lands in the neighbouring jurisdiction,
- text that conveys the importance of intermunicipal cooperation in this Key Focus Area, and
- direction that further work that should be completed at subsequent stages of development in order to achieve the desired coordination

If the WVASP is not the appropriate level of planning (see IDP 6.1.1: *Principles outlined in this chapter should be reflected in all subsequent planning processes and included in resulting documents*), then comments about the circulation and notification for neighbouring and affected landowners could be included in the WVASP to ensure that concerns will be addressed at another stage of planning. That planning stage should also be made clear in the WVASP. Concerns apply in all categories listed: transportation, open space, stormwater management, environment, or shared institutional development.

Re: Request that all references and maps within the Draft Westview Area Structure Plan (WVASP), be amended to remove roads, pathways, and servicing on Rocky View County land and add arrows on City lands in ALL directions.

WVASP p.13 - Map 2 Land Use Concepts - Regional Pathway connections on RVC lands - replace with arrows on City lands in ALL directions

WVASP p.16 - Map 3 Neighbourhoods - roadway connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions

The Snyder Lands (N1/2-25-24-03-W5)

WVASP p.29 - Figure 5.2 - Regional Pathway connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions

WVASP p.35 - Map 4 Transit Network - Potential Transit Routes across RVC lands should be removed, replace with arrows at City boundary on Transit Routes in ALL directions.

WVASP p.37 - Map 5 Street Network - Proposed Roads across RVC lands should be removed, and arrows at City boundary on Primary Collector / Collector Street added in ALL directions.

WVASP p.40 - Section 7.1 Water Servicing, Paragraph 1- reference to the “proposed road layout” as the basis for the ultimate water supply network, implies thinking beyond the boundaries of the City.

WVASP p.41, Map 6 Water Servicing, connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions

WVASP p.43, Map 7 Sanitary Servicing, connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions

WVASP p.45, Map 8 Stormwater Management, connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions

WVASP p.49, Map 9 Growth Management Overlay, connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions

WVASP p.57, Map A1 Biophysical Features, connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions

WVASP p.58, Map A2 Environmentally Sensitive Areas, connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions

WVASP p.59, Map A3 Wildlife Habitat, connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions

WVASP p.61, Map C1 Development Staging, connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions, and

WVASP p.62, Map D1 Plan Area Constraints, connections across RVC lands should be removed, replace with arrows at City boundary in ALL directions

Re: Request that the IDP amendments consider the addition of the Snyder Lands to the Key Focus Area Highway 1 West Corridor.

We understand the status of the IDP is under review but presume the most recent version remains in effect until amended. We further understand that the City is reviewing the terms of reference for the IDP currently and ask that amendment include the Snyder Lands in the Key Focus Area consistent with the requests and comments above - ensuring that the land is considered within the stormwater catchment area and not fragmented from servicing solutions.

The intent of the following would apply to the Snyder Lands:

IDP 4.1.3 “When considering initiatives within Key Focus Areas, the ICT (Intermunicipal Cooperation Team) should:

- (b) Meet at the following points in the planning process:
 - (i) Formation of a Terms of Reference, or equivalent, to ensure that:
 - an intermunicipal engagement strategy that considers both the adjacent municipality and their residents is established and agreed upon by both municipalities,
 - opportunities and constraints of an intermunicipal nature are identified at an early stage, and
 - opportunities for intermunicipal partnership and support are explored;
- (c) Discuss the following topics:
 - (i) Transportation issues, such as:
 - interchange planning,
 - road connections across municipal boundaries,
 - appropriate road standards to allow for ease of movement,

The Snyder Lands (N1/2-25-24-03-W5)

- transportation studies, which should be exchanged for information or conducted jointly to inform the planning process, and
 - lands for future road right-of-way to facilitate agreed upon highway and roadway upgrades;
- (ii) Pathways and open spaces, including connections across municipal boundaries and coordination of open spaces and parks; and
- (iii) Interface, including joint development of interface policies specific to the Key Focus Area. Interface policies should consider direction provided in Section 6 of this Plan and be incorporated into subsequent plans in the Key Focus Area.”

As the Snyder Lands are adjacent to the plan area and made relevant through IDP policy, the following IDP policy questions arise:

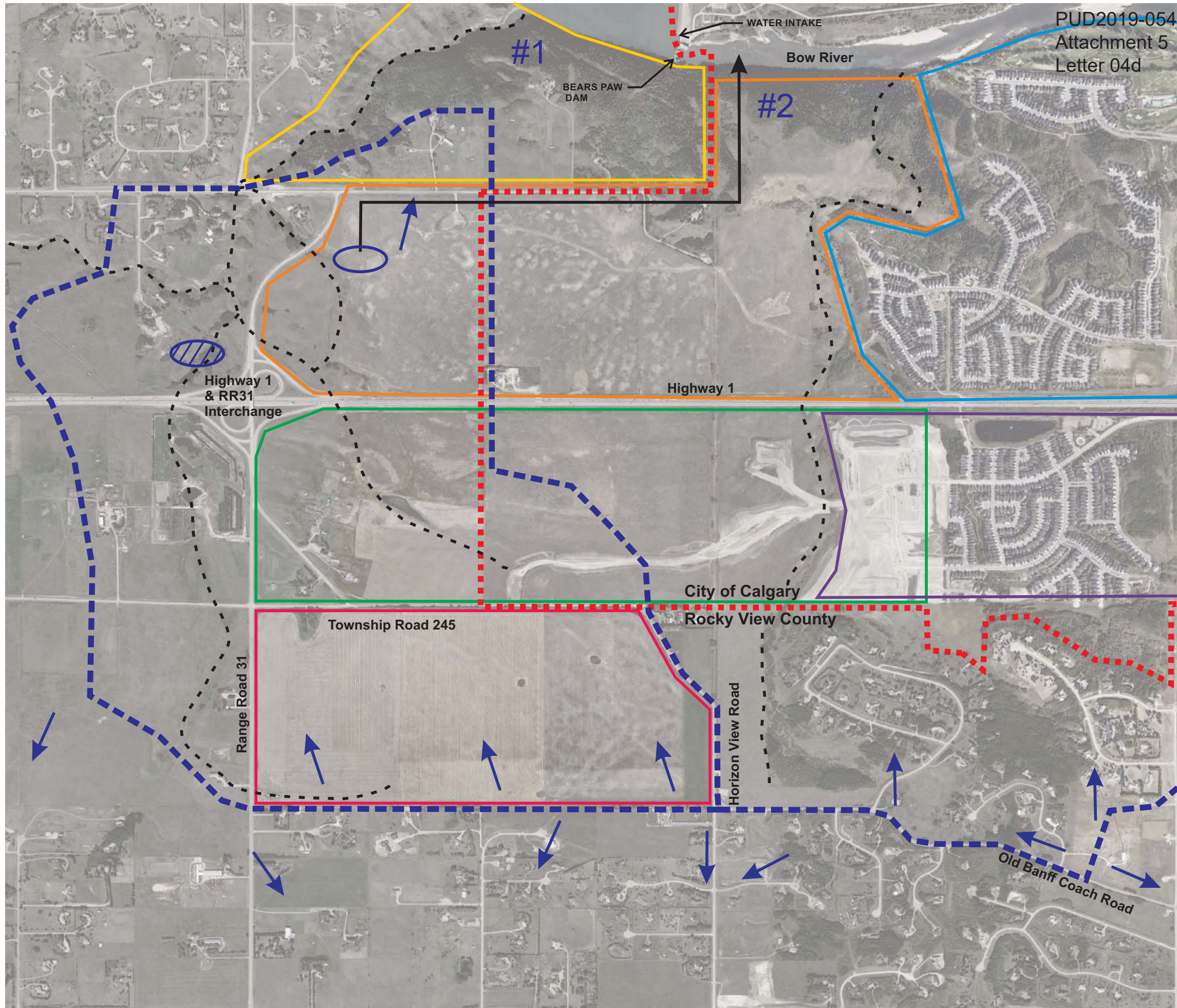
Were these process steps from the IDP completed for the WVASP?

- IDP 4.3.1 “Employment feasibility research to help determine the amount and type of employment uses should be considered in any City of Calgary Area Structure Plan process.”
- IDP 4.3.2 “Consideration of the common boundaries between the highway, The City of Calgary, and Rocky View County should be given to the lands within this Key Focus Area, in accordance with policy documents.”

Snyder Lands West Calgary

Storm Drainage Servicing Concept Plan

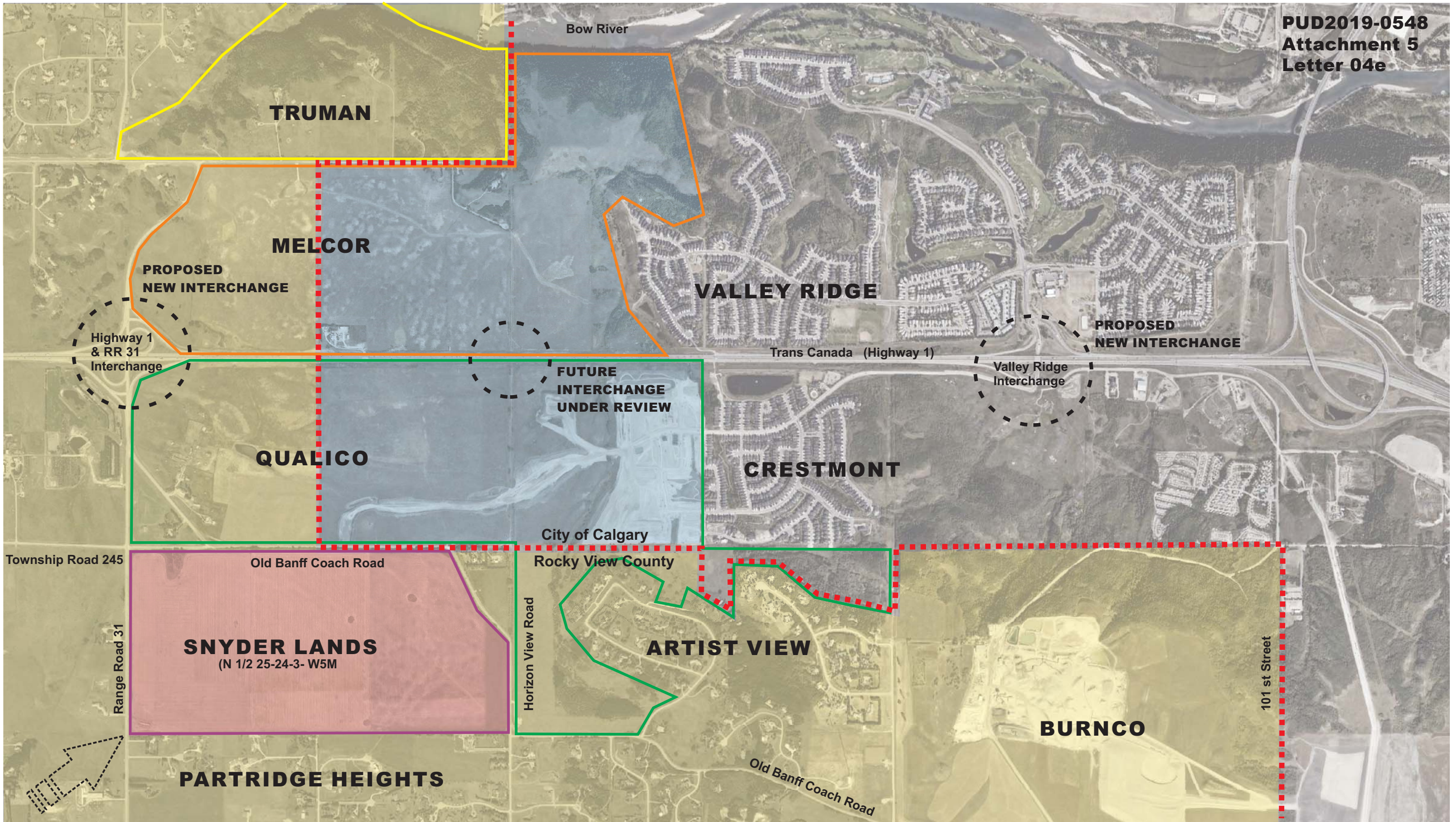
PUD2019-0548
Attachment 5
Letter 04d



Legend

- City of Calgary Boundary - - - - -
- Land Owners
 - Snyder Lands ———
 - Qualico/Partners Lands ———
 - Melcor Lands ———
 - Crestmont ———
 - Valley Ridge ———
 - Truman Lands ———
- Drainage Sub Catchment Boundary - - - - -
- Ex. Creek/Drainage Channel - - - - -
- Surface Drainage Direction →
- Alt. #1 Outfall Via Creek #1
- Alt. #2 Outfall #2
- Storm Sewer (forcemain/gravity) →
- SWM/Spill Containment Pond for TCH/OBCR ▨
- SWM Pond (downstream) ○





- Legend**
- City of Calgary Boundary
 - West View ASP (in process)
 - Central Springbank ASP (in process)

- Land Owners**
- Snyder Lands
 - Qualico/Partners Lands
 - Melcor Lands
 - Truman Lands

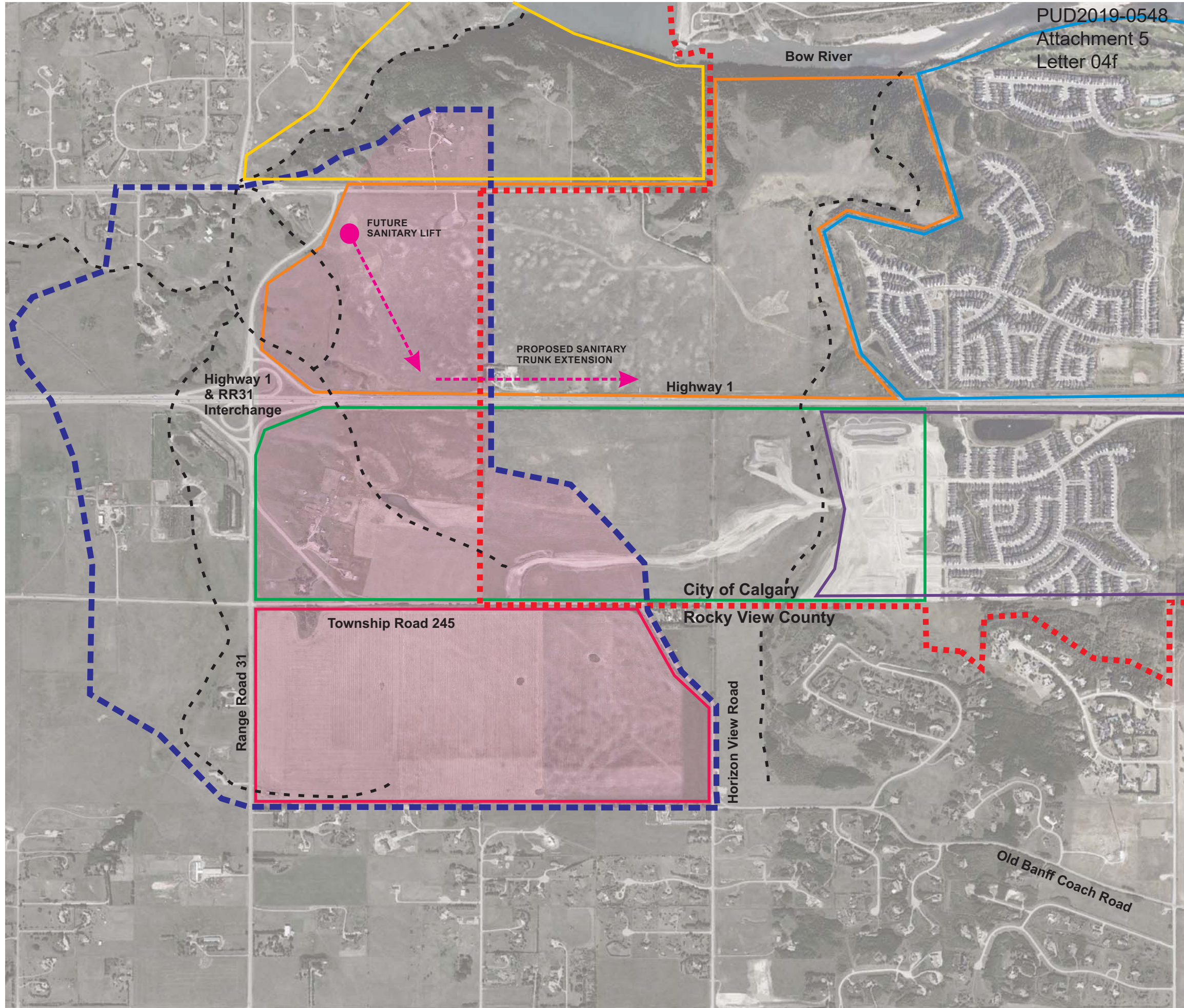
Note: The entire area within this figure is contained within the Rocky View County & City of Calgary Intermunicipal Development Plan

The Joan Snyder Lands Context



Snyder Lands West Calgary

Sanitary Sewage Servicing Concept Plan



Legend

- City of Calgary Boundary - - - - -
- Land Owners
 - Snyder Lands —
 - Qualico/Partners Lands —
 - Melcor Lands —
 - Crestmont —
 - Valley Ridge —
 - Truman Lands —
- Drainage Sub Catchment Boundary - - - - -
- Ex. Creek/Drainage Channel - - - - -
- Future Forcemain - - - - - ➔
- Proposed Sanitary Catchment Boundary



Gibb, Linda A.

From: Ena Spalding <enaspalding@shaw.ca>
Sent: Saturday, July 20, 2019 11:08 PM
To: Public Submissions
Subject: [EXT] West View ASP (draft) Comments for July 29, 2019 Public Hearing of Calgary City Council Planning Matters
Attachments: WestViewASPcomments190719.pdf

To: Office of the City Clerk

Please see attached my submission on the West View ASP (draft) for the July 29, 2019 Public Hearing of Calgary City Council Planning Matters for inclusion in the council agenda.

To: Mayor and Councillors, City of Calgary via the Office of the City Clerk
Email: PublicSubmissions@calgary.ca
Re: West View ASP (draft) - Comments and Concerns - for July 29, 2019 Public Hearing of Calgary City Council Planning Matters

1.3 Goals and Objectives

Natural Area Conservation - Conserve and enhance the existing ravines, riparian and riverbank interface, habitats and gradients in order to ensure a visually appealing and biologically diverse development, where the built form is designed to respect to the functions and values of the natural environment.

COMMENT: These stated Goals and Objectives are not being met by the details that follow in the ASP (see below).

2.2 Attributes

Topography and Natural Features

*A ravine system is located along the eastern portion of The Plan Area, **both north and south of Highway 1.***

COMMENT: The whole ravine system is recognized here but largely ignored later in the ASP (see below).

*Historic Resources include archaeological and palaeontological sites, Indigenous traditional use sites of a historic nature (burials, ceremonial sites, etc.), and historic structures. **Much of the land within The Plan Area has high potential for undiscovered historic resources including archaeological and palaeontological resources ...***

COMMENT: Has any Historical Resources Impact Assessment been completed in the ASP? If so, it is not cited here, nor summary information provided.

5.1 Open Space

*Intent To provide for an open space network that will offer recreational opportunities and **protect environmentally significant areas.** Open spaces will provide a distinctive experience that will capitalize on natural characteristics of The Plan Area including mountain views, proximity to the Bow River and the **unique topography and vegetative communities.***

COMMENT: The intent to **protect environmentally significant areas** (including *the unique topography and vegetative communities*) is lost or misinterpreted in the ASP – see specific comments below.

4. Historic resources (specifically archaeological resources) sites located within the open space network, including City owned lands, should be conserved (undisturbed) where possible. Celebration of historic resources and pre-contact

land use associated with such sites is encouraged in accordance with the Cultural Landscape Strategic Plan.

COMMENT: Are there existing or planned Historical Resources Impact Assessments? This is written as if there is no knowledge of historic resources and/or none are cited. A summary of any relevant research should be provided.

5.5 Environmental Open Space Study Area

Intent: To provide for natural amenities and ecological services within The Plan Area by retaining environmentally significant areas and undevelopable land in a connected ecological network.

2. Wetlands and seasonal streams within the EOS Study Area shall be studied further at land use amendment and outline plan stage.

3. Where a street is proposed to cross Green Corridors or EOS, studies may be required at the land use amendment and outline plan stage to:

- a. ensure that any potential changes to existing natural conditions are minimized;*
- b. consider the most appropriate environmentally beneficial technique to maintain the ecological quality of the area; and*
- c. mitigate negative impacts, both during construction and in the final design.*

COMMENT: The stated intent is to *retain environmentally significant areas and undevelopable land in a connected ecological network*. However, the maps and descriptions in later parts of the ASP either do not show the extent of these ESAs and, in one instance, show a new road through a wetland (see below). There needs to be a map of existing wildlife corridors and these should be used to connect the ecological network (rather than recreational “green corridors”).

5.6 Interface with Environmental Open Space

EOS are areas within the EOS Study Area that are preserved at the land use amendment and outline plan stage. Environmental Open Space should become an identifying feature of the neighbourhood and a place for Calgarians to enjoy passive recreational pursuits.

Intent - To provide outstanding social benefit of natural areas by ensuring public access and views into them and celebrate the existing natural areas.

1 c. design public access into sites around coulees, ravines, streams, escarpments and other retained features, to allow for the buffering of habitat wildlife within and along these retained features;

COMMENT: Allowing access to existing natural areas, especially where these are features as described in 1c would most likely erode and eventually destroy them. Whereas just providing views (but no access) into these areas would be preferable and would not destroy these sensitive areas. Just attempting to *buffer wildlife habitat* falls far short of providing wildlife corridors that connect natural areas.

6.2 Transit Service

The Plan Area allows for transit service to connect with adjacent communities in west Calgary and throughout the city.

COMMENT: Map 4 Transit Network shows potential transit routes OUTSIDE the city limits in Rocky View County and along Old Banff Coach Rd (OBCR) which is a provincial highway – does this mean that these routes will become city roads? Does the city currently provide transit routes in other areas outside the city limits?

6.3 Street network

Regional Transportation Network ... Connectivity between the north and south neighbourhoods is indirectly provided by the Highway 1 / Old Banff Coach Road interchange, west of the City Limits. To enable direct transportation connectivity between the two neighbourhoods, this plan includes a proposed partial interchange (to/from Calgary) with Highway 1. As this interchange falls within Provincial right-of-way, approval of location and design lies with the Province.

2. The location and design of the proposed partial interchange shall be approved to the satisfaction of the Province and the City of Calgary prior to approval of any applicable land use amendments or outline plans in The Plan Area.

3. Outline plans shall provide transportation network connections to the proposed partial interchange so that the supporting transportation network is in place, or planned to be in place, prior to construction of the partial interchange.

COMMENT: The location of this proposed interchange appears to contradict the current provincial regulations for proximity to existing interchanges, i.e., Old Banff Coach Rd and Valley Ridge. Is the ASP and/or City of Calgary proposing that the provincial regulations for locating new interchanges be changed? Map 5 shows the proposed interchange is directly aligned (north-south) with the temporary access road from Crestmont onto Old Banff Coach Rd (OBCR), which was allowed by the province for construction traffic only and which the Alberta Transportation Minister stated (in writing) would be closed after December 2018. OBCR was not designed or built for any increase in traffic such as would result from the urban development proposed in the West View ASP. The use of OBCR by additional traffic from the temporary Crestmont access has resulted in this road becoming even more dangerous for residents who live along this road, as well as other road users. Frequency of vehicle accidents along OBCR are well documented, as are speeding violations. AT's 2014 Functional Study of the local area along the TransCanada Hwy recommends closing OBCR to through traffic. This plan should be implemented due to the increased safety issues along OBCR for all road users, especially the Rocky View County residents who live here. Traffic studies were recently done on OBCR – when will residents see the results and conclusions? We know that discussions occurred between Alberta Transportation, City of Calgary and Rocky View County regarding responsibility for OBCR and other local roads – what are the outcomes of these discussions? The affected residents have asked for but have not received any information about these issues.

Map 5 Street network

COMMENT: This map shows a proposed new Rocky View County road going through the Rudiger Ranch house site on the east side of OBC Rd. Is this correct?

8.5 Intermunicipal Coordination

The Plan Area is border by Rocky View County to the north, south and west. The Rocky View/Calgary 2006 Annexation Agreement identified planning principles that were refined in the Rocky View County/ City of Calgary Intermunicipal Development Plan (IDP). This ASP falls entirely within the IDP Policy Area, specifically the Highway 1 West Corridor Key Focus Area of the IDP.

Intent - Ensure that The City of Calgary and Rocky View County work collaboratively to coordinate planning for areas of mutual interest.

Policies 1. The City will consult with Rocky View County on intermunicipal planning, transportation and servicing matters that may arise within the IDP Policy Area of The Plan Area to achieve cooperative and coordinated outcomes.

COMMENT: Adjacent communities in Rocky View County (e.g., Artists View) have not been informed of the outcome of such consultations or discussions according to the IDP. Rocky View County residents are still awaiting answers from both municipalities regarding many issues relating to the West View ASP, e.g., increased traffic and safety issues on Old Banff Coach Rd (OBCR); the absence of planning for watercourses that start in Rocky View County, run west and continue around Artists View and then continue north through the ASP, across the TC Hwy and all the way to the Bow River; the absence of wildlife corridors or road crossings to accommodate the travel of existing abundant wildlife, etc.

10.1 Appendix A: Biophysical Background Information

Table 2 Environmentally Significant Areas within the Environmental Open Space Study Area

Wetland *Various class wetlands providing wildlife habitat Wetlands providing wildlife and unique vegetation habitat. RATED **Moderate value***

Watercourse Drainages *Ephemeral and intermittent streams and reaches, functioning as wildlife habitat and corridor Ephemeral streams convey precipitation and groundwater to more permanent streams. RATED **Moderate value***

COMMENT: As described in the ASP, such Wetland and Watercourse drainages would NOT be rated as moderate value but rather HIGH value.

Map A1 Biophysical Features

COMMENT: **the watercourse and riverine habitat south of TC Hwy and west of Artists View is not appropriately mapped and described in the ASP.** It starts and finishes much farther south and east than indicated and contains valuable native vegetation and wildlife habitat. The same watercourse and riverine habitat continues north of the TC Hwy where it also does not receive appropriate recognition and description in the ASP for its considerable natural values.

Map A2 Environmentally Sensitive Areas

COMMENT: This map shows a new road being routed through the middle of the wetland just north of TC Hwy– surely this is not what is intended?

Map A3 Wildlife Habitat

COMMENT: The map gives a **completely inadequate representation of wildlife in the area – when will a thorough EIA be done? This map makes it look like no wildlife lives here! The ASP needs to show a larger map of the area between the Elbow River valley and the Bow River valley that delineates the existing wildlife corridors and indicates how wildlife are going to negotiate the urbanization that the ASP represents, as well as how they can cross TC Hwy – a wildlife overpass or underpass is required for the safety of road users as well as wildlife.**

I sincerely hope that city planners will ensure that these issues in the West View ASP will be addressed, resolved and shared with adjacent communities, both in Calgary and Rocky View, before the next iteration of the ASP.

Prepared by: Ena Spalding
178 Artists View Way, Rocky View
Email: enaspalding@shaw.ca
July 20, 2019