

Applicant Submission

2021 July 19

ATTN:

Mr. Johnson Kwan, Senior Planner, Centre West Team, Community Planning

RE:

Applicant Submission for LOC2021-0086 -- Minor Amendment to West Springs Area Structure Plan (Office Consolidation 2019 July), Section 4.0 -- West Springs North Neighbourhood, Map 4: Density Concept affiliated with lands owned by Truman Park Ltd. (Truman) at the following addresses within The City of Calgary: 779 and 780 81 ST SW; 7841 Broadcast AV SW; and, 741 and 761 77 ST SW

On the behalf of Truman and for your review, we share this letter outlining an application for Minor Amendment to the West Springs Area Structure Plan (ASP) as it relates to the lands commonly known as West District and specifically for the above-mentioned lands. The letter provides an overview of: the rationale + approach; a quick summary; specifics + solutions; background on density considerations; the proposed detailed amendment; and, actions to support the application.

APPLICATION RATIONALE + APPROACH

Reason for Application

Resolution of minor policy errors between Council approved Land Use Redesignation (zoning) and the West Springs Area Structure Plan (ASP) density policies.

During an Administration review of Truman's active Development Permit (DP2020-8276) a minor error between approved zoning and ASP density policies was identified by Administration. As a result, Administration initiated a City-led Minor ASP Amendment (POL2021-0001) to correct the error. This Amendment was circulated to area stakeholders and the WSCRCA for comment and no concerns were identified. The Amendment goes to a Public Hearing of Council on July 26 for consideration and decision on an Administration Recommendation of Approval.

Because of the discovery of the policy error, Truman completed a thorough review of the ASP and have found two additional minor misalignments of a similar nature.

The West District master plan visioning and approvals process was multi-year, iterative and concurrent. While the West District related ASP policies and zoning were concurrently reviewed and unanimously approved by Council in 2018, there is a Map 4 - Density Concept in the ASP that incorporates density zones that do not match the approved zoning in a few specific areas. This translates into three minor amendments that need to be made to align the ASP policy with the Council approved intent of the original Land Use Redesignation and Outline Plan summarized below.

Administration and Applicant-Led Applications Approach

A City-led application process to rectify one of the misalignments is underway and represents a Minor ASP Amendment (POL2021-0001, related to DP202-8276). CivicWorks, on Truman's behalf, has initiated an Applicant-led process to rectify the remaining two errors. There are impending Development Permits and next phases of Subdivision that will require ASP amendment applications due to these errors at the time of review, in the near future (2021-2022).

QUICK SUMMARY OF PROPOSED MINOR ASP AMENDMENT

Overall

- The proposed Minor ASP Amendments are intended to resolve errors in policy that handicap two specific ASP policy zones that compete with the 2018 North Neighbourhood Area ASP Amendment vision/potential for density and scale as intended by the Council approved zoning.
- The proposed Minor ASP Amendments allow for greater flexibility in building typology, density and scale, aligned with the Council approved zoning, in keeping with the balance of North Neighbourhood Area.
- The proposed Minor ASP Amendments do not seek to allow for more density than previously anticipated in respect to North Neighbourhood Area, per ASP policy 4.3 Neighbourhood Projections.
- No change is proposed and policies shall be maintained for the Land Use Concept and identified Community Building Blocks and Heights for the Amendment areas, described as Community and Neighbourhood - Mid-Rise, per ASP Section 4.5, Map 3: Land Use Concept, and Map 5: Building Heights.
- No Land Use Redesignation (rezoning) is proposed.

On the question of density and need for additional transportation impact assessment at this time

- At the time of the 2018 North Neighbourhood Area ASP Amendment, a total forecast of 1,800 dwelling units could be accommodated based on a review of the existing transportation infrastructure.
- Through phased build-out, identified key unfunded transportation infrastructure improvements, per ASP policy 10.3.1(1), are to be evaluated in conjunction with Outline Plan/Land Use Amendment/ Subdivision or Development Permit application.
- The majority of the ASP identified transportation infrastructure improvements, per ASP policy 10.3.1(1), have been completed since the original 2018 North Neighbourhood ASP Amendment.
- Initial build-out of the North Neighbourhood Area has been limited at 130 dwelling units, constructed and occupied, of the total forecast 1,800 dwelling units (equivalent to 7%).
- It is premature to consider a new Transportation Impact Assessment (TIA).
- Existing ASP policies, per section 13.3 Phasing of Development, provides guidance on when a TIA shall be provided; however, additional policy-based implementation actions are proposed to be included with this new Amendment to provide assurance of transportation and planning review at an appropriate future date upon a threshold of two-thirds or 1,200 dwelling units being reached through implementation applications, and the review will include:
 - A comprehensive area Transportation Impact Assessment (TIA); and,
 - A planning analysis and monitoring report on the build-out and implementation of the North Neighbourhood, per the intent of Section 4.0.

MINOR ASP AMENDMENT SPECIFICS + SOLUTIONS

Please refer to the enclosed supplemental figures.

ASP MAP 4 DENSITY CONCEPT		MISALIGNMENT DESCRIPTION	RELEVANCE	SOLUTION
1.	Max 80uph zone	A misalignment where policy should have at least been average not maximum, given large pockets of M-2 zoning allowing a maximum FAR of 3.0. A maximum of 80uph policy is equivalent to the allowable maximum density in the M-G District, as such there is no sound planning rationale to have allowed M-2 zoning within a policy area with this density limitation -- this is an error.	Active conflict: DP2020-8276 741 and 761 77 ST SW	City-led Minor ASP Amendment: Amend Map 4 - Density Concept and any applicable ASP policy language to remove references to maximum and to allow for reference to average of 80 uph in this area.
2.	Max 160uph zone	A misalignment where all zoning in this area is M-H1 with an allowable maximum of 4.0 FAR, and the District requires a minimum density of 150 uph. The minimum density allowed in the Council approved zoning is essentially the equivalent to the maximum 160 uph allowed in the ASP policy and as such there is no sound planning reason to have allowed this zoning with such a policy-based density limitation -- this is an error.	Near term conflict: Subdivision and DP Applications 779 and 780 81 ST SW Note: Truman's next phases of subdivision and forthcoming DP applications will be aligned with the existing zoning and ASP building height maximum policies resulting in a built form that will exceed 160uph density policy, at least for a portion of this zone.	Applicant-led Minor ASP Amendment: Amend ASP Map 4: Density Concept to allow for a maximum of 4.0 FAR in this policy area. Note: ASP policies regarding built form and Map 5 - Building Heights guiding building scale / height is accurate and representative of the original Land Use / Outline Plan approval and should remain unchanged. This policy allows maximum building forms from 16 to 26 meters (5 to 7 storeys in height). This will regulate form and building height transition as originally planned.
3.	Max 3.0 FAR zone	A misalignment where all the zoning in this pocket is M-U2 with pre-set modifiers of 4.0 FAR and 26 meters. This District requires an Applicant to select modifiers, and these were subsequently recommended by Administration and approved by Council. There is no sound planning rationale to create an additional limiting ASP policy on FAR less than the maximum FAR set as the modifier within the approved zoning -- this is an error.	Imminent conflict: Future DP Applications 7841 Broadcast AV SW 741 and 761 77 ST SW Note: Within this zone, Truman has pre-designed and will make a DP application for a 3.45 FAR building aligned with the approved maximum allowable 4.0 FAR zoning.	Applicant-led Minor ASP Amendment: Amend ASP Map 4: Density Concept to allow for a maximum of 4.0 FAR in this policy area. Note: ASP policies regarding built form and Map 5 - Building Heights guiding building scale / height is accurate and representative of the original Land Use / Outline Plan approval and should remain unchanged. This policy allows building forms up to 26 meters (7 storeys in height). This will regulate form and building height transition as originally planned.

BACKGROUND ON THE QUESTION OF AMENDMENT TRANSLATING TO ALLOWING FOR ADDITIONAL DENSITY

The proposed Minor ASP Amendments do not seek to allow for more density than previously anticipated in respect to the overall West District vision and approved Land Use Redesignation/Outline Plan intent. These amendments are intended to remove erroneous policy handicaps from two specific ASP policy zones that compete with the original vision/potential for density and scale as intended by approved zoning.

The ASP guides continued development of 370 hectares of land in West Calgary. The Plan Area will comprise approximately 16,400 residents and employ about 4,400 people. Since the adoption of the ASP in 2016, several development proposals including West District have come forward that have not aligned with the Plan. In the case of West District, the ASP was amended by adding a neighbourhood plan in a new section entitled North Neighbourhood Area. The West District related ASP Amendment and rezonings were unanimously approved by Council with no opposition at the Public Hearing February 20, 2018.

The North Neighbourhood Area (West District) is a plan for a compact, higher-intensity, mixed-use, and transit-supportive Activity Centre that connects multiple neighbourhoods and will have an unprecedented impact on implementing the goals of the MDP. This area of 34 hectares is forecast to accommodate approximately 3,400 people in 1,800 units and 3,550 jobs.

The 2018 ASP Amendment (West District specific North Neighbourhood Area) forecast of 1,800 dwelling units represents the number of residential units possible under a predetermined development scenario and is consistent with the Transportation Impact Assessment (TIA) approved at the time of adoption of the 2018 ASP Amendment for the North Neighbourhood Area. The proposed Minor ASP Amendments do not propose to change the Administration accepted North Neighbourhood Area TIA based unit forecast, nor does change the ASP policies direction to allow for on-going monitoring and evaluation of transportation infrastructure considerations on a phased build-out basis, as per the ASP, Section 13.3(2):

The need for each of the unfunded transportation infrastructure projects, as identified in the policy 10.3.1(1), shall be evaluated by a Transportation Impact assessment (TIA) in conjunction with the submission of Land Use/Outline Plan, Subdivision, and Development Permit applications. The findings of this infrastructure need assessment will be considered in the evaluation of each application. Applications shall be approved only upon confirmation of the funding and timing of completion of said infrastructure.

In other words, The City Development Authority maintains full control over the timing and review of the overall number of allowable units and required transportation infrastructure to support applications through implementation approvals on a phased based over time in the North Neighbourhood Area.

North Neighbourhood Area Density Update

2018 ASP/TIA Forecast:	1,800	dwelling units
2021 Completed Build Out (Constructed/Occupied):	130	dwelling units (7% of total forecast)
2021 Total with Anticipated Approvals/Unconstructed:	323	dwelling units* (18% of total forecast)

*Total of 323 is equivalent to 130 units plus 156 units (DP2020-8276) and 37 units (DP2021-3315)

North Neighbourhood Area Transportation Infrastructure Update

In conjunction with completion of the Stoney Trail / Calgary West Ring Road (subsequently funded and under construction), the ASP identifies five additional future improvements to the surrounding transportation network to allow fulsome development of the North Neighbourhood Plan Area, the majority of which have since been funded or completed since the 2018 ASP amendment approval - the current status is outlined in Transportation Impact Assessment Update Memo (prepared by Bunt & Associates, 18 May 2021, enclosed here). As per the ASP, Policy 10.3.1(1):

The need for improvements at the following locations shall be determined in conjunction with an Outline Plan/Land Use Amendment/Subdivision or Development Permit application:

- a) Stoney TR / Calgary West Ring Road and interchanges with Bow TR SW and Old Banff Coach RD SW; Under Construction (Opening 2024)*
- b) Widening Bow TR SW from two to four lanes. To support build-out of the area, widening from four to six lanes will also be required; Completed (2019)*
- c) Intersection improvements on Bow TR SW at 85 ST SW; Completed (2019)*
- d) Intersection improvements on Bow TR SW at Old Banff Coach RD SW; Completed (2019)*
- e) Interchange on Bow TR SW at Sarcee TR SW; and,*
- f) Widening Sarcee TR SW from four to six lanes from 16 AV NW to Richmond RD SW.*

The Community on Density

The proposed Minor ASP Amendments do not seek to allow for more density and the overall TIA based forecast remains unchanged at 1800 units. Although Truman is not seeking additional density with these policy amendments and rather is seeking to utilize the approved zoning intent and flexibility across the Plan Area, we note that the WSCRCA was supportive of greater density beyond what was included in the 2018 ASP Amendment and Truman's approved West District Land Use/Outline Plan, describing it in a letter on the public record as "a step in the right direction" and that they "hope that it is enough" citing the need for adequate density to maintain healthy businesses, school enrollment, alternative transportation options, greater mix of housing options, and improved access to amenities among other perceived benefits (WSCRCA Nov. 2017 letter enclosed here).

PROPOSED DETAILED MINOR ASP AMENDMENT

Map 4: West Springs North Neighbourhood Density Concept shall be amended per the attached figure.

Existing ASP policies, per section 13.3 Phasing of Development, provides guidance on when a TIA shall be provided; however, additional policy-based implementation actions are proposed to be included with this Minor ASP Amendments to provide assurance of transportation and planning review at an appropriate future date upon a threshold of two-thirds or 1,200 dwelling units being reached through implementation applications, and the review will include:

- A comprehensive area Transportation Impact Assessment (TIA); and,
- A planning analysis and monitoring report on the build-out and implementation of the North Neighbourhood, per the intent of Section 4.0.

In section 13.3 Phasing of Development policies, delete policy 2, replace with the following and renumber the subsequent policies accordingly:

1. *The need for each of the unfunded transportation infrastructure projects, as identified in policy 10.3.1(1), shall may be evaluated by a Transportation Impact Assessment (TIA) in conjunction with the submission of the Land Use/Outline Plan, Subdivision, and Development Permit applications. The findings of this infrastructure need assessment will be considered in evaluation of each application. Applications shall be approved only upon confirmation of the funding and timing of completion of said infrastructure.*
2. *A comprehensive area Transportation Impact Assessment (TIA) shall be provided in conjunction with the submission of the Land Use/Outline Plan, Subdivision, and Development Permit applications that are anticipated to exceed 1,200 units or two-thirds of the forecast units in the North Neighbourhood, as identified in policies 4.3. A concurrent planning analysis and monitoring report on the build-out and implementation of the North Neighbourhood, per the intent of Section 4.0, shall also be provided. The findings of this infrastructure need assessment and planning analysis will be considered in the evaluation of each application. Applications shall be approved only upon confirmation of the funding and timing of completion of said infrastructure and any applicable planning considerations.*

ACTIONS TO SUPPORT APPLICATION

Transportation Impact Assessment (TIA) Update Memo

To support this Minor ASP Amendment application, a TIA Update Memo (prepared by Bunt & Associates) based on the original Truman/Applicant TIA supporting West District has been submitted (enclosed here). This Memo overviews the original assumptions, identified transportation improvements and findings, as well as improvements completed to date.

Stakeholder Outreach and Communications

CivicWorks, as the Applicant on the behalf of Truman, will notify and offer to meet with landowners within the North Neighbourhood Area of the ASP. In addition, we will notify and offer to meet with the WSCRCA to provide information and answer any questions.

If you would like to meet or have any questions, please contact me directly at david@civicworks.ca or 403.852.8921.

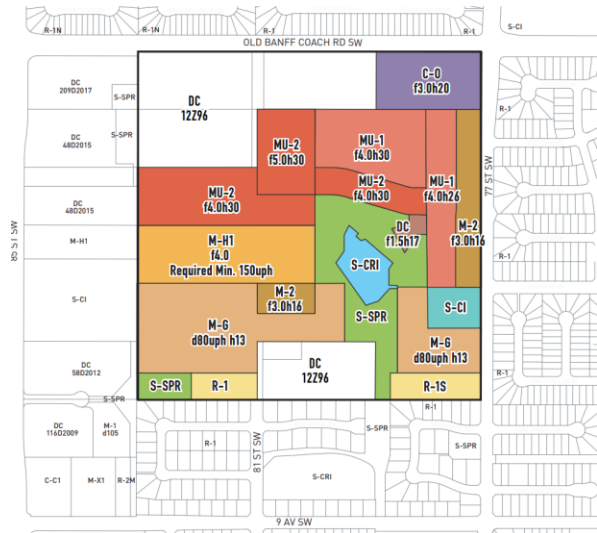
Thank you for your time and consideration,

A handwritten signature in black ink, appearing to read 'David White', with a stylized flourish extending to the right.

David White | Principal
BA, MScPl, RPP, MCIP

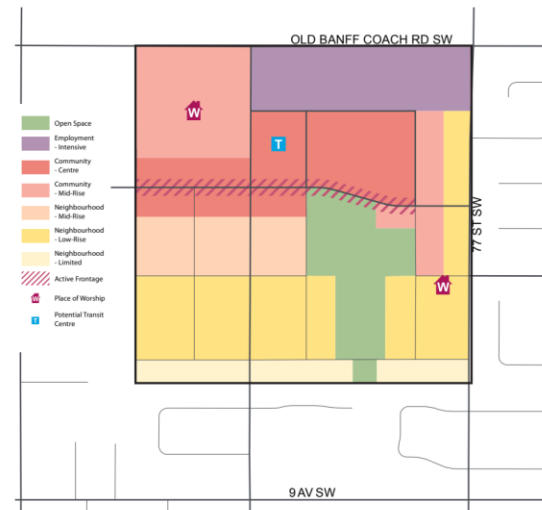
Approved Land Use Districts

Approved Land Use Districts: Max Density / FAR as per Bylaw 1p2007
West Springs North Neighbourhood



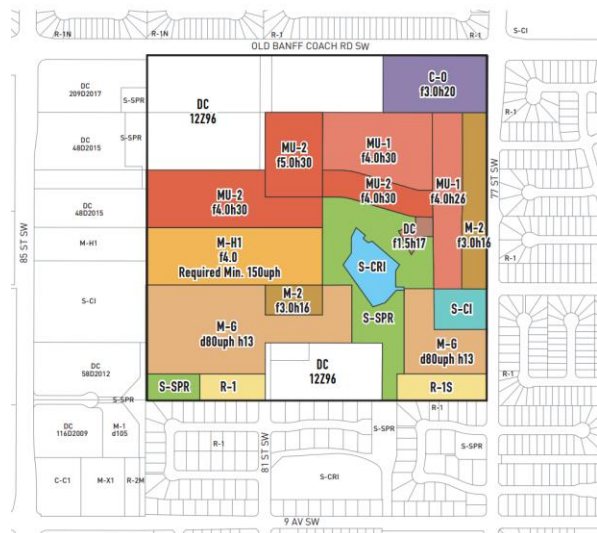
ASP Map 3: Land Use Concept

Approved Area Structure Plan: Map 3 Land Use Concept
West Springs North Neighbourhood



Approved Land Use Districts

Approved Land Use Districts: Max Density / FAR as per Bylaw 1p2007
West Springs North Neighbourhood



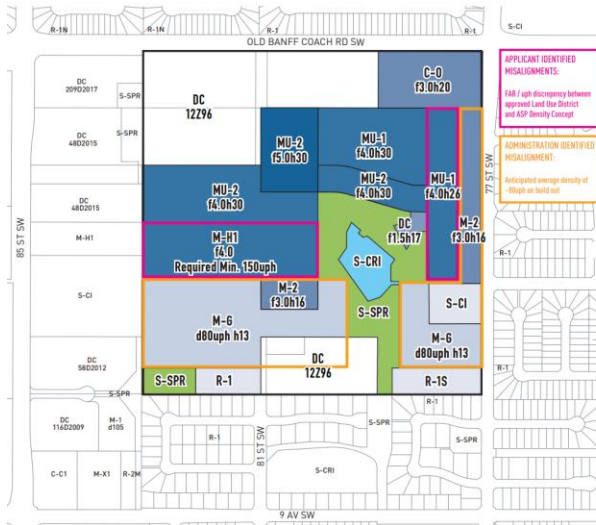
ASP Map 5: Building Heights

Approved Area Structure Plan: Map 5 Building Heights
West Springs North Neighbourhood



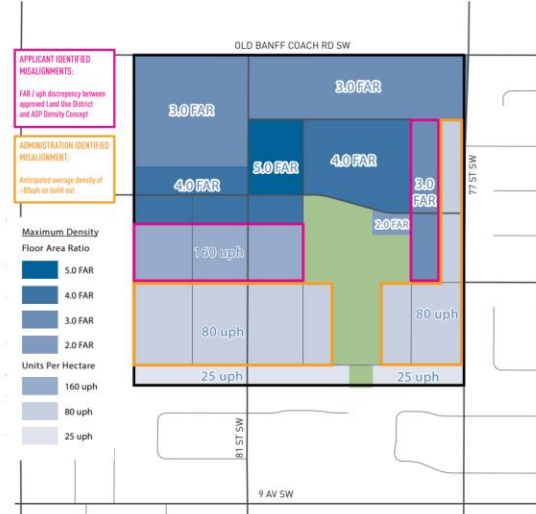
Approved Land Use Density / FAR

Approved Land Use Districts: Max Density / FAR as per Bylaw 1p2007
West Springs North Neighbourhood



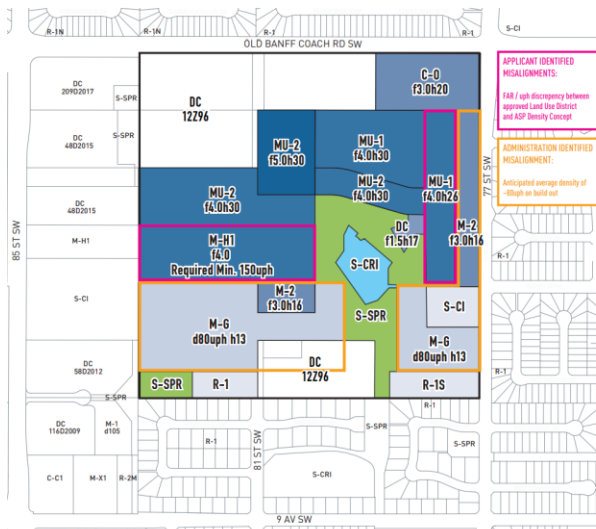
ASP Map 4: Density Concept

Approved Area Structure Plan: Map 4 Density Concept
West Springs North Neighbourhood



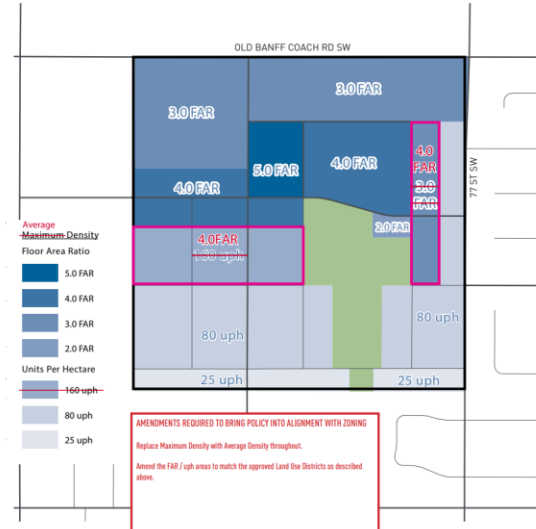
Approved Land Use Density / FAR

Approved Land Use Districts: Max Density / FAR as per Bylaw 1p2007
West Springs North Neighbourhood



ASP Amendment Solution

Suggested Area Structure Plan Amendment: Map 4 Density Concept
West Springs North Neighbourhood





MEMO

Date: May 25, 2021
Project: West District
Subject: Minor ASP Amendments

Project #: 1316-21

To: CivicWorks
From: Amrit Uppal, P.Eng.

In 2018, Council approved the West District Outline Plan/Land Use Amendment and associated amendments to the West Springs Area Structure Plan (ASP). Bunt & Associates had prepared the *West District Master Plan Transportation Impact Assessment* (Oct 2017) as part of this application.

Minor ASP amendments are now proposed to address discrepancies between density zones identified in the ASP and the approved land use districts. These changes are not expected to impact ultimate build out assumptions and therefore do not impact TIA conclusions.

This Memo overviews original TIA assumptions, identified improvements and findings, as well as improvements completed to date.

1. WEST DISTRICT TIA

1.1 Development Assumptions

The development assumptions used in the original TIA are identified in **Table 1**. The TIA also accounted for background developments such as the Wentworth project (85 Street/Bow Trail SW).

Table 1: West District TIA Density Assumptions

USE	GATEWAY	WEST DISTRICT		
		Truman LOC	Shadow Plan	Total
Residential	850 units	1,501 units	288 units	1,789 units
Commercial	50,000 ft ²	185,500 ft ²	65,042 ft ²	251,542 ft ²
Office	-	445,668 ft ²	381,936 ft ²	827,604 ft ²

1.2 Short-Term Infrastructure

At TIA completion, West Ring Road timing was not known. Therefore, a staging analysis was completed to identify the capacity of the network prior to the West Ring Road. This analysis, which accounted for Gateway and Wentworth being in place, found:

"West District Phases 1A to 2B could be accommodated on the pre-ring road network until capacity limits were reached at Old Banff Coach Road & Bow Trail SW. This level of development corresponds to approximately 20% of Proposed West District land use density and includes 913 residential units, 10,000 ft² of office uses, and 69,500 ft² of retail uses."

1.3 Long Term Infrastructure

Long Term traffic analysis was completed using the City of Calgary's 2048 forecast which included the base infrastructure assumptions identified in **Table 2**.

Table 2: City 2048 Horizon Base Infrastructure Assumptions

HORIZON	ROADWAY		INFRASTRUCTURE
2018 Construction	Bow Trail SW	Stoney Tr - Old Banff Coach Road	Widening from 2 to 4 lanes
	85 Street SW	Bow Trail	Intersection Improvements
		Wentworth Dr - Apenshire Dr	Widening from 3 to 4 lanes
2029 Model	West Ring Road		Stoney Trail with interchanges at Bow Trail and Old Banff Coach Road
2039 Model	Bow Trail	Stoney - Old Banff Coach Road	Widening from 4 to 6 lanes (HOV)
	Sarcee Trail	16 Avenue to Glenmore Trail	Widening from 4 to 6 lanes (HOV)
		Bow Trail	Interchange

The TIA concluded the following regarding ASP full build out:

"Most study area intersections are expected to operate within typical capacity parameters with the inclusion of the West District under the 2048 forecast conditions. The following intersection capacity constraints are noted:

- **85 Street & Bow Trail SW:** The eastbound and northbound left turn movements are expected to operate near to capacity during the PM peak hour.
- **Old Banff Coach Road & Bow Trail SW:** The eastbound through, westbound left, and southbound left movements are expected to operate at capacity during the AM peak hour, similar to existing conditions.

As a result of this analysis, Bunt & Associates concluded that the **current West District ASP Proposed land use density is supportable by the planned road network** with the inclusion of the at-grade intersection improvements noted."

At-grade improvements were identified as necessary at the following intersections:

- **Bow Trail & 85 Street SW** – Dual left turns in all directions and transit priority.
- **Bow Trail & Old Banff Coach Road** – Southbound left turn capacity improvement.

Improvements at both locations were completed by the City in 2018/2019 as part of the Bow Trail widening project.

2. ASP IMPROVEMENT LIST

The West Springs ASP states that “the need for infrastructure improvements at the following locations shall be determined in conjunction with an Outline Plan/Land Use Amendment/Subdivision or Development Permit application.” The locations identified are illustrated in **Figure 1** and summarized with status information in **Table 3**.

Figure 1: West Springs ASP Transportation Infrastructure

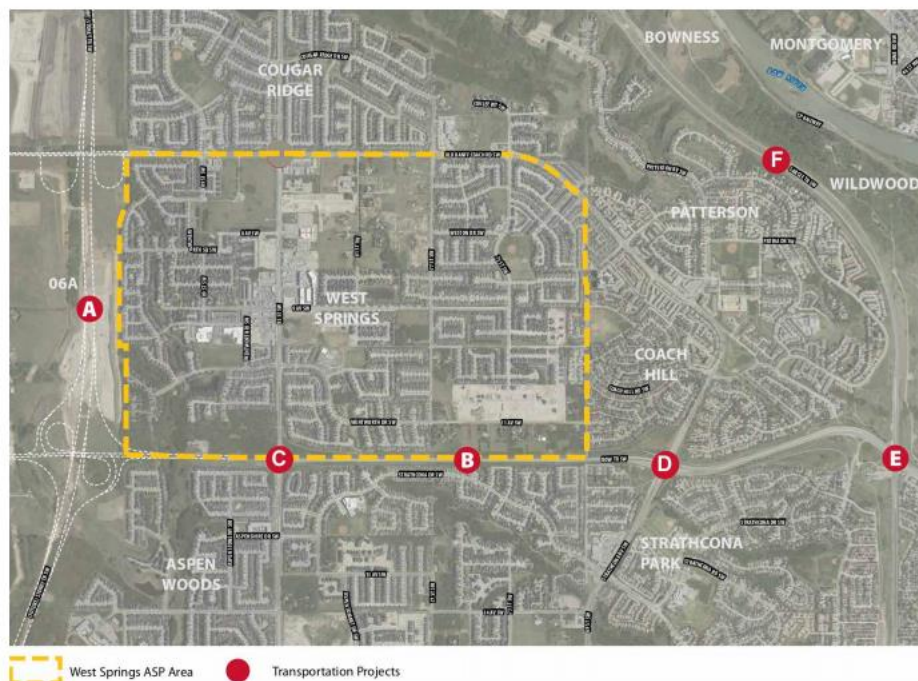


Table 3: West Springs ASP Transportation Infrastructure

INFRASTRUCTURE IMPROVEMENT			STATUS
a.	West Ring Road		2024 Completion
b.	Bow Trail	Widening from 2 to 4 lanes.	Completed
		Future widening from 4 to 6 lanes (HOV).	Unfunded
c.		85 Street Intersection Improvement	Completed
d.		Old Banff Coach Road Intersection Improvement	Completed
e.	Sarcee	Bow Trail Interchange	Unfunded
f.	Trail	Widening from 4 to 6 lanes (HOV).	Unfunded

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

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

Our reasons for this follow below.

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HISTORICAL CONTEXT

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

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

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

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

DENSITY

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

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

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

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

TRAFFIC

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

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

SCHOOLS

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

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

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

CENTRAL PARK FEATURE AND PUL (Stormwater Retention)

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

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

TRANSIT

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

PARKING

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

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ARCHITECTURAL GUIDELINES

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

SHADOWING

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

SUSTAINABLE PRACTICES AND RENEWABLE ENERGY USES

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

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

BEST PRACTICES - EXISTING EXAMPLES - “VILLAGE CENTRE”

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

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

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

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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 it's present form subject to the above conditions and comments.

Sincerely,



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

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

Dino Civaterese, City of Calgary

Julie McGuire, City of Calgary

David White, CivicWorks

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