

**MISCELLANEOUS- PROVIDENCE AREA STRUCTURE PLAN
PROVIDENCE (WARD 13)
WEST OF PROPOSED SOUTHWEST RING ROAD AND NORTH
OF SPRUCE MEADOWS TRAIL SW
BYLAW 48P2015**

EXECUTIVE SUMMARY

The Providence Area Structure Plan (ASP) is part of the Developer Funded ASP programme. The ASP is to be read in conjunction with the New Community Planning Guidebook (NCPG), contained within Volume 2 of the Municipal Development Plan (MDP). The core ideas of the Providence ASP are to:

- create an active local corridor along 162 Avenue SW that embodies best practices in linking land use and transportation planning;
- create a comprehensively planned employment and industrial area that sensitively integrates with adjacent residential areas; and
- encourage environmental stewardship and provide local and regional links between natural areas and recreational amenities.

PREVIOUS COUNCIL DIRECTION

The direction to commence this Area Structure Plan for the Providence plan area responds to Council directing Administration to proceed with the Developer Funded ASPs. Specifically the following Council direction applies:

2013 May 27 Council Meeting, re: Fundamental Terms of Agreements for Developer Funded Area Structure Plan, C2013-0377

ADOPT, Moved by Alderman Keating, Seconded by Alderman Mar, that the Administration Recommendations contained in Report C2013-0377 be adopted, as follows:

That Council:

1. Approve fundamental terms and conditions set out in the Attachment to be included in the Funding Agreement;
2. Authorize execution of Funding Agreements containing those fundamental terms and conditions, with such agreements to be in content and form satisfactory to the General Manager, Planning, Development & Assessment and the City Solicitor respectively, prior to the commencement of work on the subject ASP; and
3. Direct Administration to negotiate and authorize the incorporation of the fundamental terms and conditions in all future Funding Agreements documenting any other developer funded ASPs.

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2013 March 18 Council Meeting, re: New Area Structure Plan Process, C2013-0057

ADOPT, Moved by Alderman Mar, Seconded by Alderman Stevenson, that Administration Recommendation 1 contained in Report C2013-0057 be adopted, as follows:

That Council:

1. Approve in principle Option 1 as the basis for a Pilot Project for developer-funded Area Structure Plans.

ADMINISTRATION RECOMMENDATION(S)

2015 October 22

Recommend that Calgary Planning Commission recommends **APPROVAL** of the proposed Policy (Providence Area Structure Plan).

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 48P2015; and

1. **ADOPT** the proposed Providence Area Structure Plan, in accordance with Administration's recommendation, as amended; and
2. Give three readings to the proposed Bylaw 48P2015.

REASON(S) FOR RECOMMENDATION:

Administration recommends approval of the Providence ASP. It fulfills Council's direction to prepare an ASP for this area and provides the framework for a complete community.

The Providence ASP advances the following MDP goals (from the Key Directions for Land Use and Mobility):

2. provide more choice within complete communities;
3. direct land use change within a framework of nodes and corridors;
4. link land use decisions to transit;
5. increase mobility choices;
6. develop a primary transit network;
7. create complete streets; and
8. optimize infrastructure.

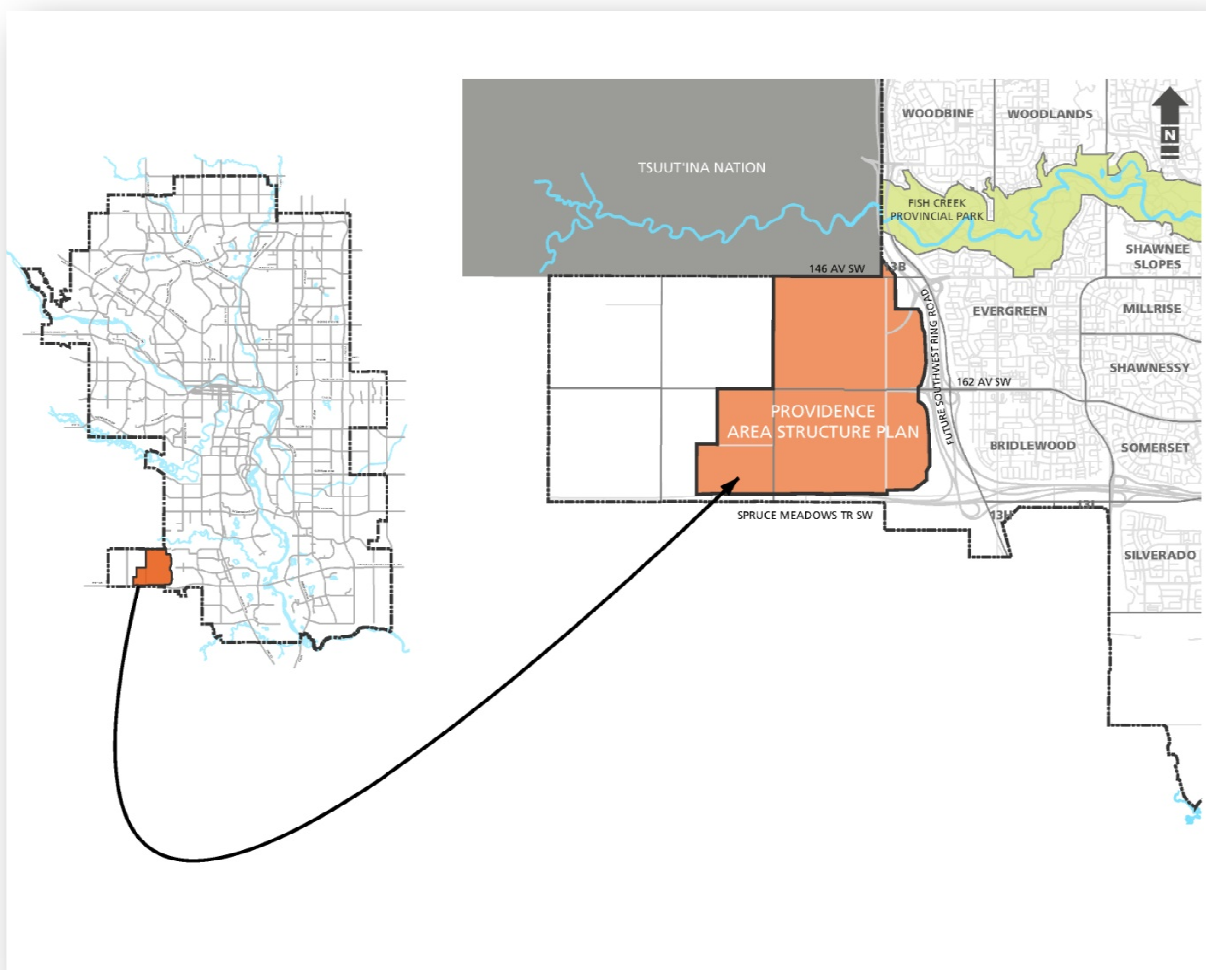
ATTACHMENTS

1. Proposed Bylaw 48P2015

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2. Proposed Providence Area Structure Plan Document
(Schedule A of Bylaw 48P2015)
3. Providence ASP – CPC Amended Draft
4. Public Submissions

LOCATION MAPS



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CALGARY PLANNING COMMISSION RECOMMENDATION TO COUNCIL

Recommend that Council **ADOPT**, by bylaw, the proposed Providence Area Structure Plan (APPENDIX I).

Moved by: G.-C. Carra

Carried: 6 – 0

Absent: G. Morrow and C. Friesen

Reasons for Approval from Ms. Wade:

- Consideration of economies and land use planning achieves employment targets. Policy to address the flexibility of growing the land use to create a mass density to support Commercial/Retail is proactive.
- The cross section of transit way is proactive and innovative. It is hoped that Enmax regulation can be flexible to achieve this cross section. Can Administration consult with Enmax prior to Council for their comments and support for flexibility in line placement and landscaping?
- Consultation with Tsuut'ina Nation in the development of the ASP and mapping to address buffering is very proactive and innovative.
- Proactive considering surface parking lots with transit stations to consider people coming to the site and not just leaving the site. Key identification of land use and people movement is innovative.
- Excellent report, document and presentation – one of the best ASPs!

2015 October 25

AMENDMENT:

Amend 4.8.3., add a new sentence to read “Applicants must demonstrate at the Outline Plan/Land Use Amendment stage how negative visual impacts into the surrounding area, will be minimized through screening or other design solutions, and that sound is attenuated appropriately for the surrounding area.”

Moved by: R. Honsberger

Carried: 6 – 0

Absent: G. Morrow and C. Friesen

AMENDMENT:

Amend 4.7.2. to read “Community Retail Centres may contain: multi-residential developments; cultural, recreational and institutions uses; and other compatible uses, which may exceed the 9300 square metre maximum in 3.”

Moved by: R. Honsberger

Carried: 6 – 0

Absent: G. Morrow and C. Friesen

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Planning Evaluation Content	Issue	Page
Density <i>Is a density increase being proposed?</i>	N/A	-
Proposed Use of Land <i>Are the changes being proposed housekeeping or simple bylaw amendment?</i>	No	6
Legislation and Policy <i>Does the application comply with policy direction and legislation?</i>	Yes	6
Transportation Networks <i>Do different or specific mobility considerations impact this site?</i>	Yes	8
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer and storm) concern?</i>	Yes	8
Environmental Issues <i>Other considerations (e.g., sour gas or contaminated sites)?</i>	No	9
Growth Management <i>Does this site have the appropriate growth management direction?</i>	Yes	9
Public Engagement <i>Were major comments received from circulation (by time of CPC report deadline)?</i>	Yes	10

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PLANNING EVALUATION

LEGISLATION & POLICY

The hierarchy of plans related to the Providence ASP are as follows:

- Municipal Development Plan / Calgary Transportation Plan (2009); including New Community Planning Guidebook;
- M.D. of Foothills / City of Calgary Intermunicipal Development Plan (1998); and
- Southwest Regional Policy Plan (2006).

The Providence ASP must be read in conjunction with the NCPG. Approving the Providence ASP has capital budget impacts, with municipal infrastructure required to enable development to commence servicing of planned lands.

SITE CONTEXT

The Southwest Regional Policy Plan was adopted in November 2006. The Providence ASP consists of Cell A, Cell B, and portions of Cells C and D within that policy document and is approximately 816 hectares \pm (2,016 acres \pm). The plan area is located in the city's southwest and is bound to the east by the future Southwest Ring Road, to the south by Spruce Meadows Trail SW, to the north by the Tsuu T'ina Nation, and to the west by a future planning area. The Municipal District of Foothills is located to the south of the plan area.

PROPOSED USE OF LAND

The Providence ASP proposes significant employment and business industrial areas, in addition to residential land uses, to create two complete communities. The employment and business industrial areas on the east side of the plan area will provide for a wide range of uses to be accommodated and will complement the residential land uses on the west side. Two Community Activity Centres will be anchored at both ends of 162 Avenue SW and both will be surrounded by Transit Station Planning Areas and linked together by a Neighbourhood Corridor. 162 Avenue SW will be the gateway to Providence and the spine of the two communities. It will accommodate a Transitway, in the form of dedicated bus lanes, in the median of the street and will provide for mixed uses with an active public realm. Each community will be interconnected with a gridded transportation network and multi-use pathway connections as well as provide for a Community Association Site, Community Retail Centre, Neighbourhood Activity Centres, and Joint Use Sites. A Regional Athletic Park, Emergency Response Station, and High School have also been strategically located in the plan area.

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The proposed use of land in the ASP includes:

Proposed Use of Land	Reason(s)
Neighbourhood Area	Provides for a variety of residential forms and non-residential support uses.
Business Industrial Area	Accommodates light industrial and business industrial uses in an urban form.
Employment Area	Accommodates a variety of office, institutional, retail and other commercial uses in a walkable and transit supportive form.
Neighbourhood Corridor	Provides for higher intensity mixed uses with a strong focus on walking, cycling, and transit.
Transit Station Planning Area	Provides for higher intensity mixed uses with convenient connections to the Bus Rapid Transit Stations.
Community Activity Centre (CAC)	Provides for residential, commercial, and public amenity space with direct access to Bus Rapid Transit Stations.
Neighbourhood Activity Centre (NAC)	Provides walkable destinations for local neighbourhoods and features multi-residential housing, open space, and a non-residential use.
Community Association Site	Accommodates outdoor recreational amenities and/or indoor community space.
Community Retail Centre	Accommodates small or medium-sized retail uses with a compact form as well as other land uses that are incompatible within the Activity Centres or Transit Station Planning Area.
High School Site	Provides for the educational needs of senior high school students in the plan area and surrounding communities.
Joint Use Site	Provides a location for future schools to locate and for joint parks programming.
Regional Athletic Park	Provides for the recreation and athletic needs of the plan and this part of SW Calgary.
Emergency Response Station	Provides for appropriate emergency response coverage for the plan area.
Environmental Open Space Study Area	Indicates areas of environmental significance and requires further study to determine what will be preserved at Outline Plan/Land Use Amendment stage.

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TRANSPORTATION NETWORKS

The plan area is currently served by one access point from 37 Street SW at 146 Avenue SW and one access point from Spruce Meadows Trail SW at 53 Street SW.

As part of the Southwest Ring Road construction, two interchanges will be constructed by Alberta Transportation at 154 Avenue SW and 162 Avenue SW. The existing intersection at 146 Avenue SW will be removed. Completion of these two interchanges will be required for major development to occur within the plan area. The requirement to upgrade the intersection at Spruce Meadows Trail SW and 53 Street SW to an interchange will be evaluated at the Growth Management Removal and Outline Plan/Land Use Amendment stages.

The grid network proposed for the plan area will ensure the shortest possible routes for pedestrian, cycling and transit modes, increasing their attractiveness for travelers. It will also provide multiple route options for drivers.

UTILITIES & SERVICING

The plan area is comprised of two water pressure zones. The majority of the plan area is within the Starlight Pressure Zone and the remainder within the Westview Pressure Zone. Potable water servicing of the plan area will be achieved through the construction of two water reservoirs, two pump stations, multiple feeder mains, and a local distribution system. Infrastructure required to provide potable water servicing is not included in Water Resources' 10-year capital plan.

The plan area consists of three major sanitary catchments based on topography and proposed land use. Sanitary servicing of Catchment A will be achieved through construction of a sanitary pipe network discharging into the existing 162 Avenue SW sanitary sub-trunk. Sanitary servicing of Catchments B and C will be achieved through the construction of the future West Pine Creek Sanitary Trunk. Infrastructure within the plan area required to provide sanitary servicing is not included in Water Resources' 10-year capital plan.

Capital infrastructure pertaining to drainage will be identified through a Master Drainage Plan currently being prepared for the plan area (with completion anticipated in early 2016). No capital budgeting timeline is available for stormwater facilities at this time.

PUBLIC FACILITIES

The Providence ASP proposes five Joint Use Sites, two Joint-Joint Use Sites, a public high school, a Regional Athletic Park, an Emergency Response station, two Community Association sites, as well as Regional Pathways and Green Corridors. A variety of park spaces and open spaces will also be provided throughout the plan area.

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ENVIRONMENTAL ISSUES

There are no known environmental issues in the plan that would prevent development. Section 1 of the Providence ASP describes the features of the plan area.

ENVIRONMENTAL SUSTAINABILITY

The Environmental Open Space Study Area shown in the proposed Providence ASP illustrates environmentally significant lands which will require further study at the Outline Plan/Land Use Amendment stage. The environmentally significant lands include wetlands, riparian areas, forests, shrublands, and seepage areas (as identified in the Biophysical Inventory completed in 2015). The Environmental Open Space Study Area identified at the ASP stage will require a Biophysical Impact Assessment, at the Outline Plan/Land Use Amendment stage to determine which lands will be protected as Environmental Reserve. Please see APPENDIX IV for a detailed analysis of sustainability issues within the plan area.

GROWTH MANAGEMENT

The Providence ASP was ranked twenty-fourth out of twenty four in the Growth Management Sequenced List, as of 2013 December (PUD2013-0770). At the time, this status was derived from low scores on Capacity of Existing Infrastructure, Planning in Place, Community Services in Place, and Employment Opportunities. The Providence area scored higher in Readiness to Proceed, Contiguous Growth, and Access to Transit, reflecting a ready and organized landowner group, nearness of existing growth in Evergreen and Bridlewood, and the proposed Bus Rapid Transitway that will connect Providence to the Somerset-Bridlewood LRT Station.

An important point to note is that the development of the ASP had led to updated information that is not reflected in the December 2013 scoring. Foremost among this information is a significant employment area proposed within Providence as well as the commencement of the seven year timeline for the construction of the Southwest Ring Road which would impact the metrics in the Framework scoring. The approval of this ASP would also impact the metrics in the Framework scoring.

The leading infrastructure required for sanitary, storm, water, fire and transportation servicing for the Providence ASP is not proposed in either Action Plan 2014-2018 or The City's 10 Year Capital Plans. An Emergency Response Station will be required as identified on Map 2 but a portion of Providence can be served by the existing Emergency Response Station in Evergreen. The two interchanges on the Southwest Ring Road will be constructed by Alberta Transportation and an interchange at Spruce Meadows Trail SW and 53 Street SW may be required in the future to serve later portions of development in the area. Finally, other off-site lagging infrastructure and service investments (e.g., transit, recreation) will be required as the area builds out towards the vision of the plan.

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Amendments to the Growth Management Overlay (Map 10) through an ASP amendment can occur when the required leading infrastructure is included in approved City budgets, or a Growth Management Analysis submission is received that addresses, to the satisfaction of The City, the means of coordinating development with the funding and financing of municipal services. Further guidance in this respect can be found in the NCPG.

PUBLIC ENGAGEMENT

The development of the Providence ASP was a collaborative and inclusive City-led process. Plan area landowners, internal stakeholders, external stakeholders, and consultants were engaged through regular meetings and/or review of materials since December 2014. This led to the successful completion of this proposed ASP. Please see APPENDIX III for a summary of the engagement process that guided the development of this ASP.

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APPENDIX I

PROPOSED PROVIDENCE AREA STRUCTURE PLAN

<http://www.calgary.ca/providence>

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APPENDIX II

Infrastructure Costs

Infrastructure Facilities	In 10-year Capital Plan*	In 4-year Capital Budget*	Estimated Capital Costs**	Estimated Annual Operating Costs**	Complete Community Infrastructure vs. Core Infrastructure***
Utility Servicing					
Water	No	No	\$101.0	N/A	Core
Sanitary	No	No	\$13.0	N/A	Core
Storm ¹	No	No	N/A	N/A	Core
Transportation (Roads and Transit)²					
Transit (Local Bus)	No	No	\$4.9	\$6.0	Core
Transitway ³	No	No	\$30-35		Complete ⁴
Transportation	No	No	\$70.0	N/A	Complete
Pedestrian, Cycle, Streets	N/A	N/A	\$0.0	N/A	N/A ⁵
Community Services					
Emergency Response Station	No	No	\$18.0	\$4.6	Core
Police Service ⁶	N/A	N/A	N/A	N/A	Complete
Library ⁷	N/A	N/A	\$0.0	\$0.0	Complete
Operations Workplace Centre	Partial ⁸	No	\$19.0	\$0.7	Complete
Waste & Recycling Services⁹					
Residential Waste Collection	No	No	\$0.3	\$0.6	Complete
Blue Cart Recycling Fee	No	No	\$0.3	\$0.7	Complete
Waste Management Charge	No	No	N/A	\$0.4	Complete
Green Cart Organics Fee (To start in 2017)	No	No	\$0.3	\$0.5	Complete
Parks and Recreation					
Wetlands, Open Space Regional Pathways	N/A	N/A	\$0.0	\$0.0	Complete
Tier 3 Athletic Park ¹⁰	No	No	\$81.2	\$0.3	Complete

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All costs shown in Millions

* 2015-2024 Capital Plan and 2015-2018 Capital Budget

** Costs shown in 2015 dollars. Operating cost estimates include operation and maintenance staff only.

*** Core infrastructure is considered necessary to allow occupancy. Complete Community infrastructure is considered necessary to bring full City services to citizens and realize the vision of the Providence ASP.

1. Estimated drainage capital costs to be determined upon completion of an approved Master Drainage Plan.
2. Transportation and Transit Capital Includes:
 - 53 Street and Highway 22X interchange
 - Transit (\$4.9M for regular busing)
 - Transit (\$30-35M for proposed BRT Transitway in Providence. This cost is a composite estimate using citywide BRT cost assumptions, and may be refined. As well, the cost estimate is for the half that runs through the Providence ASP.)
3. The Transitway infrastructure cost is a preliminary estimate only. The range provided includes only the costs attributable to the Providence ASP area, and excludes the adjacent general traffic lanes. The cost will be refined through future functional design work and consultation with stakeholders.
4. While categorized here as complete, the Transitway infrastructure is recognized by Administration and landowners as a high priority and critical to realizing the vision of the Providence ASP.
5. These costs are typically borne by the developer.
6. Police costs, including future district office locations, are still to be determined. Growth has operating and capital cost implications for Police.
7. No Library is planned for this area. However, full build out of the Providence ASP will require a library to be constructed west of the plan area, at a cost of \$12M capital and \$1.8M operating (2015 dollars)
8. Only land acquisition costs are included in the current budget.
9. No additional waste and recycling infrastructure is required to service this plan area. Providing blue cart recycling, waste management, residential waste collection and green cart organics service will require an increase in Waste & Recycling Services operating and capital budgets. Estimating new homes and year of occupancy is critical for budgeting and the successful funding of these services. Currently these services are funded through a mix of taxes and self-supported user fees.
10. The Tier 3 Athletic Park (\$81.2M) will service a population of 274,000. The estimated population of 30,000 in the Providence ASP accounts for 12% of the park's capacity.

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APPENDIX III

ENGAGEMENT REPORT

Providence Area Structure Plan
Stakeholder Engagement Report

Introduction

The Providence Area Structure Plan (ASP) was developed over 11 months through a robust and collaborative process. City staff, landowners, special interest groups, and adjacent neighbours were included within this process. The resulting ASP addresses a wide variety of issues raised through the engagement process, facilitating positive outcomes for participants and proposing innovative solutions to challenging issues. This report outlines the process that was undertaken for and results of engagement with the general public, landowners, Tsuut'ina Nation, the Municipal District of Foothills, and special interest groups.

1.0 General Public Engagement

It can be challenging to get meaningful engagement results for policy plans for outlying areas of the city. ASP areas are typically used for agricultural purposes, with few adjacent, and most adjacent residents know that the land will be developed sometime in the future. However, it is a key goal for The City to engage the general public in all planning processes, including those for outlying areas. Areas such as Providence will be home to many thousands of people and decisions made at the ASP level will affect the lives of Calgarians for years to come.

The engagement process used for the Providence ASP intentionally identified new ways to engage Calgarians on the topic of greenfield development. For the ASP, City staff used standard approaches, such as posting information online and hosting open houses, but also included new approaches such as writing a blog, redesigning the "standard" City planning project webpage, and participating in media stories. These new approaches are outlined below.



1.1 Website "2.0"

The City of Calgary's typical webpages follow a standard template, whereby information is arranged in two columns and the user's ability to incorporate figures and images directly on the page is limited. To access additional materials, website users must click on multiple links, which is an inconvenience.

Recognizing that this standard website could be improved in its attractiveness and usability, City staff worked to develop a new web interface for the ASP that was more user-friendly, while still maintaining The City's standard material. The resulting website "2.0" allows for information to collapse and expand, incorporates maps and pictures directly on the page, and allows for visitors to comment directly on the page.

The Providence ASP website was updated regularly with project materials, including meeting minutes, relevant reports, and updated concepts. The website was visited nearly 3,000 times and a total of 133 people signed up for email updates through the website. Many positive comments regarding the "2.0" website received from external stakeholders.

1.2 Blog and Media Coverage

Calgarians are regular users of social media, and the Providence ASP team purposely tapped into the social media medium by authoring a blog about the ASP. The blog outlined an interesting aspect about the ASP - that of it providing for a "complete community" - and was posted to The City of Calgary's News Blog page. Links to the blog were posted on The

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City's Twitter and Facebook accounts. The blog was the 3rd most read blog post on the site for the summer and within a day of posting, several media calls were received by the project team.

The project manager participated in three radio interviews regarding the information contained in the blog, including:

- CBC Radio's The Eyeopener with David Gray on 2015 July 16;
- 770 Newstalk on 2015 July 17; and
- 660 News on 2015 July 17.

There were also news articles about the ASP, with content provided by City staff, published:

- on the CBC Calgary website on 2015 February 2;
- Calgary Herald 2015 March 25;
- Metro News on 2015 July 15;
- 660 News website on 2015 July 15; and
- Crebnow on 2015 July 25.

The project manager also conducted two on-camera interviews with CBC news on 2015 January 20 and 2015 March 26 which were aired on the station's news broadcast.

1.3 Open Houses

Open Houses were held on 2015 March 26 and 2015 September 8. The Open Houses were well attended with the first event attracting over 150 people and the second attracting over 75 people.

In general, concerns raised by attendees of the Open Houses included:

- the potential for increased traffic in the general area;
- concerns about wetlands and environmental effects of development;
- concerns about the Southwest Ring Road;
- concerns about how development will look from Evergreen and Bridlewood;
- concerns from Municipal District of Foothills residents about the changes to 37 Street SW that will occur as a result of development in Providence; and
- concerns about light pollution and its effects on nearby uses.

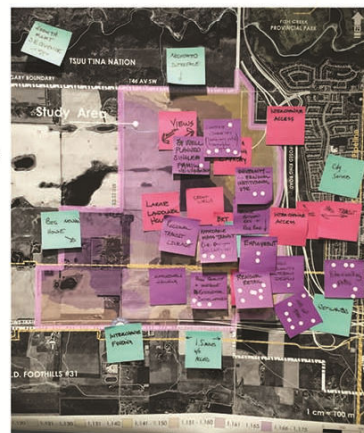
Positive comments were received regarding the proposed grid network, the transit service proposed for the area, the amount of employment proposed for the area, and the regional athletic park.

2.0 Landowners

Land in the plan area is owned by 22 separate owners, with a mix of developers and independent landowners. Landowners in the plan area were engaged extensively throughout the entire process of developing the ASP. Landowners were contacted through direct mail on three occasions, starting in 2014 October, and invited to participate in the process. Adjacent owners of properties within 500 metres of the plan area were formally informed about the project through direct mail in 2015 June (including landowners within the Municipal District of Foothills but excluding residents of Tsuut'ina Nation). City staff met with two adjacent landowners on a number of occasions, including six separate meetings with a landowner owning land directly abutting the plan area.

An initial landowner meeting was held in 2014 November and meetings were held bi-weekly until 2015 October. A total of 20 landowners took place during the development of the ASP, with all landowners invited to attend every meeting.

Landowners also were invited to participate in two workshops, which helped to form the vision for the area and the development of the Land Use Concept.



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Landowners were also given four drafts of the ASP to provide input on, and all comments were considered and addressed where appropriate.

3.0 Tsuut'ina Nation

City staff undertook a deliberate and meaningful engagement process with Tsuut'ina Nation (the "Nation") as part of the development of the ASP. Typically, The City engaged with neighbouring municipalities through an established Intermunicipal engagement process when preparing an ASP. However, no such process exists with Tsuut'ina Nation, and The City has not engaged with the Nation in the past on planning projects. City staff decided to reach out to the Nation to start a dialogue about the ASP, opening the lines of communication to conduct a meaningful engagement process that not only would result in positive outcomes regarding the Providence ASP but would also begin the development of a positive working relationship between The City and the Nation.

3.1 Approach and Process

City staff approached the development of the engagement process with the Nation collaboratively. The Nation was involved as a partner in developing the engagement process and a positive tone was set for the process.

Beginning in 2015 March, City staff attended several meetings with the Nation's Consultation Department at the Nation's administration office. City staff provided information about the project and requested input on how the Consultation Department wished to be involved in the project and involve the wider Nation.

On 2015 July 14, a letter was provided by Chief Roy Whitney to the Mayor's Office regarding Providence. The letter outlined that the Nation had the following concerns:

- City residents trespassing onto Nation land;
- Burial sites that may be in Providence;
- Watercourses that flow through Providence onto Nation land;

- The rock pile found through the Field Assessment; and
- The need for continued access for Nation residents living along 146 Avenue SW.

3.2 Field Assessment

Early on, the Nation requested to undertake a Field Assessment of the plan area land to identify any significant cultural resources as part of a ground-truthing exercise. City staff worked with landowners to arrange access for the Nation's field assessment staff and on 2015 April 15-17, City staff were on-site with the Nation's field assessment team. This allowed staff from The City's Parks and Planning departments to interact with Nation staff in a positive manner and to learn more about how the Nation approaches assessment of land.

On 2015 September 11, the Nation provided a copy of the Field Assessment report to City staff summarizing the results of the Assessment. During the Assessment, a rock pile (cairn) was found that was thought to have cultural significance to the Nation. The report outlined two recommendations:

1. That wetlands within the plan area remain undisturbed by development.
2. That further analysis be conducted on the rock pile (cairn) site. City staff reviewed the report extensively and determined that the coordinates of the rock pile (cairn) site provided by the Nation indicated the location of the site was outside of the plan area, within the Transportation Utility Corridor, and outside of The City's jurisdiction.

On 2015 September 22, City staff provided a response to the Field Assessment report. The response clarified the process for identifying significant wetlands and how The City determines which wetlands will be preserved during development. It also stated that the rock pile (cairn) site was outside of the plan area, but recommended some actions the Nation could take with the Province to address any concerns about the site.

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3.3 Engagement with Nation Residents

On 15 September, 2015, The City co-hosted an Open House on the Nation. However, due to a death in the community, few Nation members attended. As a result, Nation staff suggested that The City set up information boards in the Nation's Administration Building to allow Nation residents to "drop by" while conducting business in the building.

City staff then held two informal, drop-in information sessions within the Nation's Administration Building's lobby on 2015 September 16 and 17. Over 30 Nation residents stopped to talk with City staff, peruse the information boards, ask questions and provide comments.

In summary, the following comments were recorded (separated into categories):

Privacy and Safety

- Nation members are concerned about trespassing by city residents onto Nation lands; this is a common occurrence.
- Crime in the vicinity of the Tsuut'ina Nation / City of Calgary boundary is an ongoing problem.
- City residents often complain about residents of Tsuut'ina Nation, and the number of complaints could get larger when Providence develops and more city residents move next door.
- Nation members would prefer that The City does not allow high-density and/or low-income development along 146 Avenue SW, as this could lead to an increase in trespass or criminal activity.
- City residents illegally hunt on the Nation and this could get worse with development.
- Nation members would like to see a sound wall, berm, or fence along 146 Avenue SW to separate city development from the Nation. The City should install signage that discourages trespassing onto the Nation once Providence is developed.
- Nation members are generally concerned that city development is getting too close to the Nation and there should be a larger buffer.
- Development along 146 Avenue SW should be lower-density.

Transportation and Access

- Nation members are concerned about development causing an increase in traffic along 146 Avenue SW.
- Nation members live along 146 Avenue SW and need to be able to continue to access their homes.
- Will 146 Avenue SW be paved?
- Once Providence is developed, Nation members will have to drive through Providence to access 146 Avenue SW. This is inconvenient.
- Some Nation members would like to have access to Transit services provided within Providence.

Environment

- Nation members would prefer that the sloughs and wetlands within Providence not be developed.
- A lot of wildlife lives along the Fish Creek corridor, and development in Providence could negatively affect this wildlife.
- Some Nation members have concerns about watercourses being diverted as a result of development within Providence. In the past, farmers in Calgary have dammed creeks and diverted water away from the Nation.

Engaging the Nation

- In the future, City staff should set up boards outside community events at the Grey Eagle Casino.
- Mondays and Fridays are the best days to have display set up at the Nation.
- Several Nation members heard about Providence in the Nation's newsletter.
- City staff should not give up on holding a community meeting. It has been a tough time lately with five deaths in the community.
- The City should give a presentation at the next Elder's meeting.

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General Comments

- There are burial sites within Providence.
- Nation members would like to know when development will occur and who the developers will be.
- Developers could consider naming their communities in Providence after something that has a Tsuut'ina meaning.
- Nation members understand that the city is going to develop; development in Providence is not unexpected.
- Nation members are okay with commercial development in Providence.

3.4 Use of Engagement Results

City staff carefully considered all feedback provided by the Nation and made every effort to mitigate the concerns of the Nation within the ASP. Within the body of the ASP, the following sections included policies as a direct method of addressing the Nation's concerns:

Section 5.1 Tsuut'ina Nation Interface Area - this section identifies an interface area consisting land within a 200 metre distance between the plan area and Tsuut'ina Nation. It requires that development adjacent to the Nation be residential and low-density in nature (maximum 5 units per acre). It also encourages for housing and lot design to minimize overlook onto the Nation, states that the boundary of the Nation should be delineated during construction of Providence to discourage trespassing, and states that The City has to continue to provide access to 146 Avenue SW.

Section 9.3 Future Tsuut'ina Nation Engagement - this section is intended to ensure that engagement with the Nation with respect to development in Providence continues past the ASP stage. It states that The City should work with the Nation and with developers to develop an engagement process at future planning stages such that the Nation's input can be sought. It also encourages developers to work with the Nation to develop a process to respectfully manage burial sites that may be found within the plan area.

3.5 Lessons Learned

The Providence ASP represents the first time The City has engaged with Tsuut'ina Nation on a planning project. The Nation provided meaningful feedback and City staff were able to address the Nation's concerns and help to facilitate positive outcomes for both The City and the Nation. The engagement process established an open and respectful dialogue with the Nation regarding development within Providence and potentially for future planning projects in the vicinity of the Nation. Most importantly, the engagement process set the foundation for a more collaborative, positive relationship between The City and the Nation as neighbours.

4.0 Municipal District of Foothills

City staff worked closely with the Municipal District (MD) of Foothills staff throughout the development of the ASP. City staff presented at three Intermunicipal Committee meetings (2014 November 13, 2015 April 10, and 2015 June 12) to solicit feedback from MD of Foothills representatives. City staff also met with MD staff on 2015 June 29 to share draft policies and address intermunicipal planning issues, and sent a written update to the Intermunicipal Committee in 2015 October. The MD was circulated the draft ASP in 2015 September and received formal comments back, all of which were addressed through changes to the draft ASP or through other means. Overall, City staff heard positive comments from the MD regarding the engagement process undertaken for the ASP.

Content in the ASP that resulted directly from issues raised by the MD include:

- The Provincial Highways Interface Area, intended in part to ensure an appropriate interface between The City of Calgary and the MD;
- References to Red Deer Lake, the Rothney Astrophysical Observatory, and Ann and Sandy Cross Conservation Area within the ASP;
- A policy section regarding lighting, intended to minimize negative effects of development within the plan area on locations within the MD; and
- A policy section regarding Intermunicipal Engagement, intended to outline the engagement that should take place with the MD at future stages in the planning process.

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5.0 Special Interest Groups

A number of Special Interest Groups were engaged throughout the development of the ASP, including:

Rothney Astrophysical Observatory

- in regular communication throughout the project. Met with representatives from the Observatory in 2015 May. Included policies in the ASP specifically designed to address concerns raised by the Observatory regarding light pollution.

Calgary River Valleys Committee

- Contacted several times. Committee members attended open houses. City staff met with representatives of the organization to discuss concerns. Letter outlining concerns regarding stormwater, Environmental Open Space, and wetlands was received 2015 September 30.

Evergreen Community Association

- contacted on four occasions. Indicted they were interested in hearing more.

Bridlewood Community Association

- contacted on four occasions. Requested additional information, which was sent, and indicated concerns about environmental impacts and sprawl.

The Federation of Calgary Communities, Friends of Fish Creek, Calgary Parks Foundation, Calgary Economic Development and Sustainable Calgary were all contacted on three occasions. No response was received from these organizations.

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APPENDIX IV

SUSTAINABILITY ANALYSIS

**Providence Area Structure Plan
Sustainability Analysis**

Introduction

The City of Calgary defines sustainability as making our community a better place for current and future generations. The City of Calgary is committed to building a great city for generations to come and all new Area Structure Plans (ASPs) are developed around this goal.

The Providence ASP provides site-specific guidance for development within Providence's specific context, but the document needs to be read in conjunction with citywide policy documents, including the Municipal Development Plan, Calgary Transportation Plan, and Open Space Plan.

The Providence ASP area will be home to an estimated 32,000 people and 11,000 jobs within a land area of approximately 2,000 acres. In general, it can be argued that greenfield development is less sustainable than redevelopment within existing communities. However, Providence will be far denser than most established communities in Calgary (with density being a key aspect of sustainability) and the ASP moves the needle forward in terms of sustainability in many aspects. These are outlined below.

Transportation Network

The Providence ASP is developed around a gridded street network, which is widely regarded as being the most sustainable street network design. The grid allows for multiple routing options and efficient connections for people traveling by car, bike, on foot, etc. As per the new Complete Streets guide, all streets will incorporate sidewalks on both sides and bicycle lanes will be incorporated on all major streets. 162 Avenue SW, the main street in the plan area, will feature wide sidewalks, bike lanes, bicycle parking facilities, transit stations, and adequate infrastructure for cars.

	TOTAL	COMMUNITY A	COMMUNITY B
	31,925 People	13,600 People	18,325 People
	11,250 Jobs	6,000 Jobs	5,250 Jobs
	816 Hectares	340 Hectares	476 Hectares
	4,175 Units	1,550 Units	2,625 Units
	6,925 Units	3,100 Units	3,825 Units

Integration of Transit

Providence will benefit greatly from an integrated Bus Rapid Transit line that will provide a rapid connection to the LRT system, and to regional destinations such as the South Health Campus and Mount Royal University. The ASP also identifies the streets that local bus routes will be accommodated on, and this will help to ensure that these streets are appropriately designed for transit and thus more attractive to transit users.

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Jobs

Typically, most recent ASPs in Calgary feature a jobs-to-population ratio of approximately 1:7 (i.e., one job for every seven people). Despite its location on the edge of the city, Providence will feature a 1:3 jobs-to-population ratio, which is exceptional for new community in southwest Calgary. Most of these jobs will be located adjacent to the Southwest Ring Road to take advantage of the transportation linkages and exposure provided by the highway. However, many of these jobs will be located along the 162 Avenue SW corridor and within activity centres.

Locating jobs within Providence will reduce commuting times. People living in Providence will also be able to work there, and people living in other southwest communities will be able to work close to home, rather than perpetuating the current pattern of southwest residents commuting downtown for work or to jobs in the southeast. This will help to reduce traffic congestion in the quadrant and greenhouse gases in the city overall.

Corridor-Based Design

Development in Providence will be concentrated around the 162 Avenue SW corridor, with the highest densities in the area focused around Bus Rapid Transit stations. This corridor will be the spin of Providence, knitting the whole area together. Shops, services, open spaces, and multi-residential housing will be provided all along the corridor and this will encourage walking, cycling, and using local services instead of traveling to farther destinations.

Efficient Use of Land

As previously mentioned, Providence will be much denser than most established areas in Calgary. New communities in Calgary are required to develop to a minimum eight units per acre, which is a fairly high requirement. Providence will also feature much higher densities than this along the 162 Avenue SW corridor and within the two Community Activity Centres. The ASP also features policy intended to use civic land efficiently, with co-location of schools, community association sites, and parks encouraged with other uses.

Open Space, Environment and Recreation

Development in Providence will follow all of The City's policies regarding environmental preservation, but will take it a step further in terms of developing residents' appreciation of nature. A Regional Athletic Park will be located in the southwest corner of Providence, which will accommodate sporting events for the entire region. It will be traversed by a green corridor, connecting to natural areas in Providence, and will feature stunning views of the Rocky Mountains and Foothills.

The ASP also specifically addresses the issue of light pollution, providing detailed policies regarding minimizing effects on the dark sky. This will ensure neighbouring uses that require dark skies (e.g., the Ann and Sandy Cross Conservation Area and nocturnal preserve) to continue operating with minimal effect from development in Providence.

Mixed Housing Types and Accessibility

The density policies in the ASP and uniqueness of the Tsuut'ina Nation Interface Area will mean that housing types will vary widely within Providence, from high density within the Community Activity Centres and along the 162 Avenue SW corridor to very low density along the area's northern edge. The variation in housing types should correlate to increased accessibility to the area for people of all incomes and ages, promoting social equality within the area. As per policies in the New Community Planning Guidebook, seniors' housing will be located near transit stops and local amenities, promoting social inclusion.

Conclusion

The Providence ASP advances sustainability goals through deliberate development of policies that advance social, environmental and economic goals. Despite its greenfield location, Providence will be a leading example of new community development and will be a place that Calgarians will be proud of for generations to come.

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APPENDIX V

LETTERS RECEIVED

KyAlta Project Consultants Inc.

155 MILLRISE DRIVE S.W.
CALGARY, ALBERTA, CANADA
T2Y 2G3

Telephone: (403) 256-3337

E-Mail: kyllop@gmail.com

September 19, 2015

Mr. Jamal Ramjohn, RPP, MCIP
Co-ordinator Local Area Planning
and
Ms. Jill Sonogo, Planner
Local Area Planning
Planning & Development
City of Calgary
Calgary, AB. T2P 2M5

Dear Jamal and Jill,

**Re: Bamford Property : SW-25-22-2-W5M
Providence Area Structure Plan**

I have recently been asked by the Bamford family to assist with their efforts in negotiations with your department and area landowners in the preparation of the Providence Area Structure Plan (ASP). My engagement letter from the Bamfords and a current Land Title Certificate are attached.

While I have not been party to these recent discussions, I am familiar with this sector of the City as I prepared the development strategy and future land use concepts which lead to the annexation of what is now Providence more than thirty years ago.

The Land Use Concept for the ASP is similar to that proposed in our Annexation Brief - apart from the following exceptions:

- We were anticipating a greater amount of employment with much of the Highway 22X frontage proposed for those purposes, and
- We did not anticipate the large Regional Athletic Park nor the Roads/Parks Depot, which have both been shown on the property which is the subject of this letter. Our proposal was for the properties bordering Highway 22X to be designated Employment District.

We understand and concur with the need for these new activities but strongly protest the placement of two large public functions, consuming 50 plus acres (36%), on this 140 acre parcel. This is compounded by the anticipated timing of Providence, whereby City funds will not likely be forthcoming for the purchase of these sites for at least twenty years.

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Meanwhile, the value of this property will be reduced by the approval of the ASP because these two civic functions will consume so much of the land and leading to a long timeframe to reach positive cashflow. Thus, sale to a development party would not be feasible.

On behalf of the Bamford family, I respectfully request that consideration be given to some means of alleviating this situation. Possibilities include:


1. Changing the designation of the SW-25 to employment district. Perhaps more of the Highway 22X frontage could also be adjusted.
2. Moving these two parcels north to straddle the quarter-section line with half the requirement being provided by the NW-25.
3. Placing one of these functions on the quarter-section to the west.
4. Combining both of these to divide the two requirements between four landowners. A realignment of 53 Street may be required to accomplish this.
5. Establishing a process whereby regional requirements can be constructed with funding from all the landowners on an acreage basis within a "benefitting area".
6. Providing a reasonably shorter timeframe between the ASP designation and the purchase of the land by the City (ie. some five years).

While it is commendable that the City of Calgary engage in forward thinking and progressive planning, the approach for Providence is taking the process to the extreme and offering no alternative for the original landowners who have neither the time nor finances to wait.

On behalf of the Bamfords, I sincerely thank you for the opportunity to submit this position and look forward to a satisfactory conclusion.

Sincerely,

KyAlta Project Consultants Inc.



Leo Kylo, RPP, MCIP
President

Attachment: Letter of Engagement
Certificate of Title

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October 13, 2015

Mr. Ian Cope
Planner, City of Calgary
P.O. Box 2100, Station 'M'
Calgary, Alberta T2P 2M5

Re: Providence Area Structure Plan

Dear Ian:

As the lead funder of the developer-funded Providence Area Structure Plan (ASP), Ronmor Developers Inc. fully supports the ASP before Calgary Planning Commission.

Throughout the ASP process, Ms. Jill Sonogo (Project Manager) and Ms. Jennifer Duff (Project Planner) have made themselves available for discussing the direction of the ASP and the specific policies. They have also been instrumental in bringing together the City departments to discuss policy direction and City processes.

The collaborative approach between City staff and landowners has not only aided in developing a stronger process for the ASP, but it has also led to a better end product with policies that are meaningful and implementable. For such a large ASP, we believe that this is a real achievement for both the landowners and City staff.

Ronmor Developers Inc. is very pleased with the ASP. We are enthusiastic about this approach to planning and collaboration in the City of Calgary and thank you for the opportunity to provide feedback throughout the ASP process. We look forward to future collaborative partnerships that continue to cut the red tape and creating great communities in the City of Calgary.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay German", with a long horizontal stroke extending to the right.

Jay German
Vice President, Land Development

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100, 5709 - 2nd Street SE Calgary, AB T2H 2W4
QUALICOCOMMUNITIES.COM



October 13, 2015

Secretary, Calgary Planning Commission
Development & Building Approvals
Box 2100, Station M #8073
Calgary AB T2P 2M5

RE: Providence Area Structure Plan (M-2015-025)

Dear Members of the Commission,

The Draft Providence Area Structure Plan will be presented to the Calgary Planning Commission on October 22, 2015. Qualico Communities supports the recommendation for approval of the proposed ASP. We believe it provides thorough policy direction that will guide logical, compatible and sustainable development in this growing part of our City.

As a landowner within the Providence plan area, Qualico Communities was an active participant in this developer funded ASP project. The process was efficient and fair, and we'd like to commend the City of Calgary Administration for working collaboratively with the landowner group and with all the affected stakeholders. The proposed plan represents the outcome of a successful community planning initiative which Qualico Communities has been proud to have been involved in.

We respectfully encourage Calgary Planning Commission to recommend approval of the Providence Area Structure Plan to City Council.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Garrett Wohlberg".

Garrett Wohlberg
Director, Planning & Communication, Qualico Communities

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OF SPRUCE MEADOWS TRAIL SW
BYLAW 48P2015**

From: Guy A. Thornton [mailto:gathornton@paxtoncorp.ca]
Sent: Tuesday, October 13, 2015 4:18 PM
To: Cope, Ian
Cc: Sonogo, Jill V.
Subject: Providence ASP

Dear sir,

As representative for Jager Industries, a landowner in the Providence Area Structure Plan, please be advised that we support the application and are very pleased with the collaborative and constructive fashion in which it was formulated. City of Calgary planners are to be applauded for their energetic and dedicated efforts.

We believe that the community will have a positive impact on the citizens of Calgary in providing a place to work and live or simply as a progressive community. We would ask that that CPC approve the ASP as presented.

*Guy A. Thornton, B.A., LLB.
President*

*Paxton Corporation
PO Box 75180 Westhills
Calgary, AB, T3H 3M1
403.205.4100 Office
403.472.8515 Cell*

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Calgary River Valleys champions and engages the public in the protection, appreciation and stewardship of Calgary's rivers, creeks, wetlands and watershed resources.

We are the voice of our rivers.

October 14, 2015

Attention: Calgary Planning Commission

Re: DRAFT Providence Area Structure Plan (ASP)

Calgary River Valleys is pleased to have been provided the opportunity to meet with City staff to review the background materials and to have been circulated the final draft Providence ASP for comment. Calgary River Valleys (CRV) as part of its mandate provides a platform for our members and partners to provide comments on development in the Calgary area. These comments have been generated through discussions with our membership and staff.

The lands addressed by the Providence Area Structure Plan includes three drainage basins; Fish Creek, Pine Creek and Radio Tower Creek and is characterized by an extensive system of wetlands, covering 121 acres. This system does create challenges for the development of an appropriate land use pattern and stormwater management that ensures the ongoing ecological function and maintenance of predevelopment hydrology.

Members of the Calgary River Valleys who reviewed the draft ASP do support a number of principles and policies set out in the draft Providence ASP that support the protection of the City's riparian resources and natural amenities including in particular, the following examples:

1. In the Vision and Core Ideas, the aspiration of creating a Complete Community that offers residential, commercial, and industrial land uses, efficient transportation and transit, as well as the full range of community services and amenities. Street patterns have been modified to minimize crossing of the Environment Open Space (EOS) Study Area while maintaining grid pattern.
2. The use of a grid network as adopted by the Providence ASP offers the optimal pattern for sustainable infrastructure and efficient transportation.
3. The alignment of the main transportation corridor along 162 Ave. SW is perhaps least disruptive to wetlands and significant areas. The Land Use Concept appears to result in minimal crossings of the proposed Environmental Open Space Study Area.
4. The draft ASP acknowledges the need for special treatment of interface areas. It is noted however with the exception of a general reference to protection of watercourses leading to and flowing through the Tsuut'ina Nation, the interface areas do not discuss connectivity of ecological function to lands outside of plan area.
5. The draft ASP includes policies requiring adherence to City's Design Guidelines for Street Lighting, Illuminating Engineering Society of North America Guidelines, and Transportation Association of Canada Guide for the Design of Roadways helping to protect dark skies.

President
Steve Meadows

Vice President
Michael Kenny

Secretary
Bill Morrison

Treasurer
Dave Molver

Director
Mulan Guna

Director
Terry Klassen

Director
Hugh Magill

Director
Mike Murray

Director
Sarah Nevill

Advisor
Brian Pincott
(Calgary Councillor, Ward 11)

Advisor
Harpreet Sandhu
(Calgary Water Resources)

Advisor
Darrell Sargent
(Calgary City Wide Policy)

Advisor
Robin Sauvé
(Calgary Community Initiatives)

Advisor
George Stalker
(Calgary Parks)



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*Comments re: Draft Providence Area Structure Plan
October 14, 2015*

The following questions or concerns are raised by the draft Providence ASP:

1. Stormwater Management - This is a complex area, at the headwaters of three drainage basins – Fish Creek, Pine Creek and Radio Tower Creek. The area contains 121 acres of wetlands, has a minimally developed surface drainage system, with large areas of internal drainage. The lack of permanent water bodies implies that the natural hydrological regime operates by absorbing most of the natural rainfall and snowmelt, without discharging it to adjacent streams by overland flow. In addition, the absence of first order streams suggests that the natural surface volume discharge from this area is very small. To impose a traditional stormwater system that connects large areas of impermeable area to the streams on adjacent parcels of land would be contrary to the City's Stormwater Management Policy that requires attenuated peaks and net zero discharge of volume in new Area Structure Plans. Until the hydrological modelling and stormwater management plan is completed, the proponent and City review staff will not be able to determine how much land must be dedicated to stormwater storage to facilitate soil and groundwater recharge, to manage the stormwater within the Providence Area.

Current City stormwater management policy requires the proponent to manage the 100 year stormwater event inside the Area. The proponent has multiple Low Impact Development options to choose from that can include lot, neighbourhood or regional storage and re-use, absorbent landscape such as deep topsoil, bioretention ponds, rain gardens. A combination of constructed wetland areas, storm ponds and stormwater re-use can be considered to keep the discharge of stormwater close to the same rate and volume as natural conditions. If the proponent intends to design the stormwater management system after the Area Structure Plan is completed, they may find that the ASP has to be re-done, almost from the beginning, to incorporate these basic principles of Low Impact Development. The approval of an ASP creates expectations for approval at the next stage, and the 9.4.1 Map interpretation will encourage the proponent to continue planning in ways that will not enable sustainable stormwater management, even if at a later date further study suggests otherwise.

2. Section 9.4.1 implies that where the Environmental Open Space (EOS) Study Area boundaries are adjusted, the policies of the adjacent Land Use Area apply without amendment to the maps within the ASP. Should it be understood that refinement of the EOS Study Area boundary does not require an amendment to the ASP? While it might be reasonable to apply this policy to minor adjustments and refinements of the EOS Study Area boundaries, a policy should be added to clarify that significant adjustments or elimination of EOS Study Areas should be subject to due process and an amendment to the ASP.
3. In areas with more defined watercourse and drainage patterns one can identify and buffer the water features. However, it is more difficult to understand and "manage" wetland complexes and linear depressions that convey surface and subsurface water between wetlands. The identification of the EOS Study area may be insufficient to address the protection of the wetlands and ecological function. These wetland areas and depression storage areas make up the bulk of the natural stormwater storage. The fact that they are

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not permanent water bodies implies that they are sources of recharge for the local watersheds. Their ephemeral nature suggests that the majority of the recharge occurs with the spring snowmelt, or immediately after large rainfall events. This natural recharge is critical to the health of the streams that are supported by the stormwater and snowmelt. A full geophysical and hydrological investigation is required before decisions can be made that will enable the development's stormwater infrastructure to mimic natural hydrological conditions.

The Southwest Regional Policy Plan (2007) 7.8.1.(1) (a) recommends that "a Master Drainage Plan for the Plan area should be submitted at the ASP Preparation Stage. The Master Drainage Plan should address the stormwater engineering solutions to be introduced to ensure the sustainability of natural wetlands that are to be conserved as well as the rest of the hydrological cycle that will impact downstream watercourses. This ASP requires a study of the drainage characteristics of the site in order to comply with the City of Calgary Stormwater Management Policy, the Nose Creek Watershed Management Plan, the Bow River Basin Water Management Plan, and ultimately the City's licence to operate that requires adequate stormwater management in terms of water quality. Increased volumes and peak flow of stormwater cannot simply be piped to Fish Creek, Pine Creek or Radio Tower Creek, without significant environmental impact, including erosion, sediment loads and water quality.

4. There is a very large wetland just west of the ASP that has surface and probably subsurface connection to wetlands within the Providence area. An adequate stormwater management plan is required to give assurance that treatment of connected wetland and the surrounding development will not negatively impact this large wetland.
5. The Environmental Open Space Study Area does seem to incorporate at least the Class Three and above wetlands as well as Environmentally Significant Areas (ESAs) as identified in the Biophysical Inventory with the exception of a sizable and highly ranked ESA located in the quadrant bounded by 154 Ave. SW to the north and 45 St SW to the west. We have been advised by staff that it was the intention that this wetland be included in the EOS Study Area and hope that revision is included in the ASP presented to Calgary Planning Commission and City Council.
6. How does the EOS Study Area address wildlife corridors within and beyond the Plan area? While the lands have been cultivated minimizing wildlife corridors, the green corridors offer an opportunity to re-establish these corridors. Is the EOS Study Area sufficiently wide and connected to allow for the reestablishment of these wildlife corridors as well as accommodate and support ecological function of wetlands, and public pathways. How will Green Corridors of Providence connect with Fish Creek Provincial Park? There appears to be a regional pathway that aligns with the Southwest Ring Road interchange. How will wildlife movement be accommodated?
7. Section 6.7.1 that allows for any additional EOS crossings with roads should be deleted. The street pattern looks to be sufficient and appears to have been designed to avoid EOS areas.

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Any additional roads should also avoid EOS crossings. Having a Master Drainage Plan study in place would allow a much better assessment in this kind of decision-making.

8. The complex wetland system would benefit from use of Low Impact Development practices in most circumstances and such approaches should be promoted with specific policies in the ASP. The opportunity for infiltration should be maximized by overall development layout and design.
9. Section 6.5 speaks to a Green Corridor connecting areas of environmental significance. While it is understood that the ASP identifies *potential* corridors, it is recommended that a policy be added to the ASP that the more detailed study of the EOS Study Area at the Land Use Amendment/Outline Plan stage will determine whether a pedestrian and bike paths are in fact appropriate along the wetland feature and/or in the ESA given the sensitivity of the area. Further study should also address location and landscape treatment of corridors to minimize, if not negate, any negative impact on the environmental feature and its function. For example, pathways do not need to be provided to *all* natural features. An assessment needs to be undertaken to determine what areas should not be accessed and which development designs that would discourage access as warranted by the sensitive characteristics of the feature.

Calgary River Valleys members who reviewed this Area Structure Plan are pleased that the principles and policies support the creation of a Complete Community integrating a full complement of community services and amenities, paths and parks. Calgary River Valleys appreciates the opportunity to offer input on the draft Providence Area Structure Plan and your consideration of these comments.

Sincerely,

Steve Meadows
President, Calgary River Valleys

Bill Morrison
Chair, Watershed Policy and Planning
Committee, Calgary River Valleys

cc: Jill Sonego, Providence ASP Project Manager
CRV circulation

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October 13, 2015

The City of Calgary
Municipal Building, 800 Macleod Trail SE
P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5

Attention: Calgary Planning Commission c/o Ian Cope

Dear Mr. Cope,

Re: Providence Area Structure Plan – Letter for Calgary Planning Commission

As the lead funder of the Developer Funded Providence Area Structure Plan (ASP), Dream Development fully supports the ASP before Calgary Planning Commission.

The key to the success in this ASP is largely due to the collaborative approach being fully endorsed by both the City of Calgary and Landowner Group. The City and Landowner Group worked together extensively from the beginning to create one vision and one plan for the Providence ASP. Regular meetings kept the process moving forward and allowed issues to be resolved in a timely manner. The approach was used for all aspects of the process, including report finalization and policy writing, not just the plan itself. The New Community Planning Guidebook has also been highly successful in helping streamline and better focus ASPs as planning documents.

Throughout the engagement process, Planners and Project Managers Jill Sonogo and Jennifer Duff have been very approachable in discussing the direction of policy and have been proactive in bringing in other City departments such as Jonathan Lea of Calgary Transit, and Mark Woodward of Calgary Fire to discuss policy direction and City processes.

This approach has led to a new standard for ASPs in the city, both in terms of process and product; as and created one of the City's most innovative ASPs to date. Providence will be an exemplary complete community - a city within the city that embodies the principles of walkability, accessibility to transit and employment uses, diversity of housing choice and environmental stewardship.

As the lead funder, Dream Development is very pleased with the ASP. We are optimistic about this approach to planning and collaboration in the City of Calgary and thank you for the opportunity to provide feedback throughout the ASP process. We look forward to future collaborative partnerships that continue to cut the red tape and creating great communities in the City of Calgary.

Regards,

A handwritten signature in blue ink, appearing to read "Josh White", is written over a light blue horizontal line.

Josh White, Manager Planning & Development
Dream Development

Suite 100, 1167 Kensington Crescent N.W.
Calgary, T2N 1X7

J. Sonogo/J. Duff

**MISCELLANEOUS- PROVIDENCE AREA STRUCTURE PLAN
PROVIDENCE (WARD 13)
WEST OF PROPOSED SOUTHWEST RING ROAD AND NORTH
OF SPRUCE MEADOWS TRAIL SW
BYLAW 48P2015**



October 13, 2015
File: 116500281.200

Attention: Calgary Planning Commission c/o Ian Cope
City of Calgary
Calgary Planning Commission

Dear Mr. Cope,

Reference: Providence ASP Landowner Group – Letter for Calgary Planning Commission Report

On behalf of the Providence Landowner Group consisting of Dream Development (Primary Funder), Ronmor Developers Inc., Qualico Communities, and Hopewell Residential; Stantec Consulting is submitting this letter in support of the Providence Area Structure Plan (ASP) as presented within the Developer Funded ASP pilot program.

Overall, the process with Jill Sonogo (Project Manager), Jennifer Duff (Project Planner) and other City of Calgary representatives has been very positive and collaborative. To date, approximately three (3) collaborative Charrettes have been undertaken, which has allowed the Providence Landowner Group and the City of Calgary Providence ASP Team to come together and work as a single collective process, rather than simply representing individual interests. The collaborative approach to the land use planning process has made for a higher standard product.

The Landowner Group greatly appreciated Ms. Sonogo's support in achieving tight timelines and championing new processes for the scheduled October 22, 2015 Calgary Planning Commission meeting; which has been integral to the project's success. Regular engagement set up through bi-weekly meetings for City/Landowners has been excellent. Bringing in individual key staff members, such as Mr. Jonathan Lea with Calgary Transit, or Mr. Mark Woodward with the Fire Department, to help landowners and the team better understand the City's processes were very helpful.

Throughout the engagement process, Ms. Sonogo and Ms. Duff have been very approachable in discussing the direction of policy and have been proactive in providing the landowners numerous opportunities for input and suggestions beyond that of the normal Calgary ASP process. This collaborative approach has led to a new standard for ASPs in the city, both in terms of process and product.

The Landowner Group is very pleased with the ASP. We are optimistic about the new approach to land use planning in the City of Calgary and thank you for the opportunity to provide feedback regarding the Developer Funded ASPs. We look forward to future collaborative partnerships that continue to cut the red tape and creating great communities in the City of Calgary.

Design with community in mind

J. Sonogo/J. Duff

**MISCELLANEOUS- PROVIDENCE AREA STRUCTURE PLAN
PROVIDENCE (WARD 13)
WEST OF PROPOSED SOUTHWEST RING ROAD AND NORTH
OF SPRUCE MEADOWS TRAIL SW
BYLAW 48P2015**



October 13, 2015
Calgary Planning Commission c/o Ian Cope
Page 2 of 2

Reference: Providence ASP Landowner Group – Letter for Calgary Planning Commission Report

Regards,
Stantec Consulting Ltd.

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c. Jamal Ramjohn, City of Calgary
Jill Sonogo, City of Calgary
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Teresa Goldstein, Stantec Consulting Ltd.
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Trevor Dickie, Dream Development
Josh White, Dream Development
Jay German, Ronmor Developers Inc.
Harrison Zivot, Ronmor Developers Inc.
Garett Wohlberg, Qualico Communities
Darren Lockhart, Hopewell Residential

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