

**LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015**

MAP 31W

EXECUTIVE SUMMARY

This land use amendment seeks to redesignate 35.78 hectares of land from Special Purpose – Future Urban Development (S-FUD) District and DC Direct Control District to Residential – One Dwelling (R-1s) District, Residential – One/Two Dwelling (R-2) District, Multi-Residential – At Grade Housing (M-G) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Urban Nature (S-UN) District, Special Purpose – Recreation (S-R) District and DC Direct Control District to accommodate a variety of low and medium density residential dwelling types and to accommodate a townhouse development with a potential for a child care service and local commercial development.

The intent of this application is to provide a logical neighbourhood extension to Crestmont through low and medium density residential development.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2015 August 27

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

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 173D2015 and 174D2015; and

1. **ADOPT** the proposed redesignation of 30.02 hectares ± (74.08 acres ±) located at 12111 Trans Canada Highway SW and 10R Horizon View Road SW (Portion of Plan 7510024, Block 2; Plan 9913158, Gate Station Area “A”) from Special Purpose – Future Urban Development (S-FUD) District and DC Direct Control District to Residential – One Dwelling (R-1s) District, Residential – One/Two Dwelling (R-2) District, Multi-Residential – At Grade Housing (M-G) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Urban Nature (S-UN) District, Special Purpose – Recreation (S-R) District and DC Direct Control District to accommodate a variety of low and medium density residential dwelling types, in accordance with Administration’s recommendation; and
2. Give three readings to the proposed Bylaw 173D2015.

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

3. **ADOPT** the proposed redesignation of 5.76 hectares \pm (14.23 acres \pm) located at 12111 Trans Canada Highway SW (Portion of Plan 7510024, Block 2) from Special Purpose – Future Urban Development (S-FUD) District to DC Direct Control District to accommodate a townhouse development with a potential for a child care service and local commercial development, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 174D2015.

REASON(S) FOR RECOMMENDATION:

The amendments as proposed are consistent with the approved Local Area Plan and create a logical extension to the existing Crestmont Community. The proposed land uses will accommodate a wider variety of housing types than currently provided for within the Community.

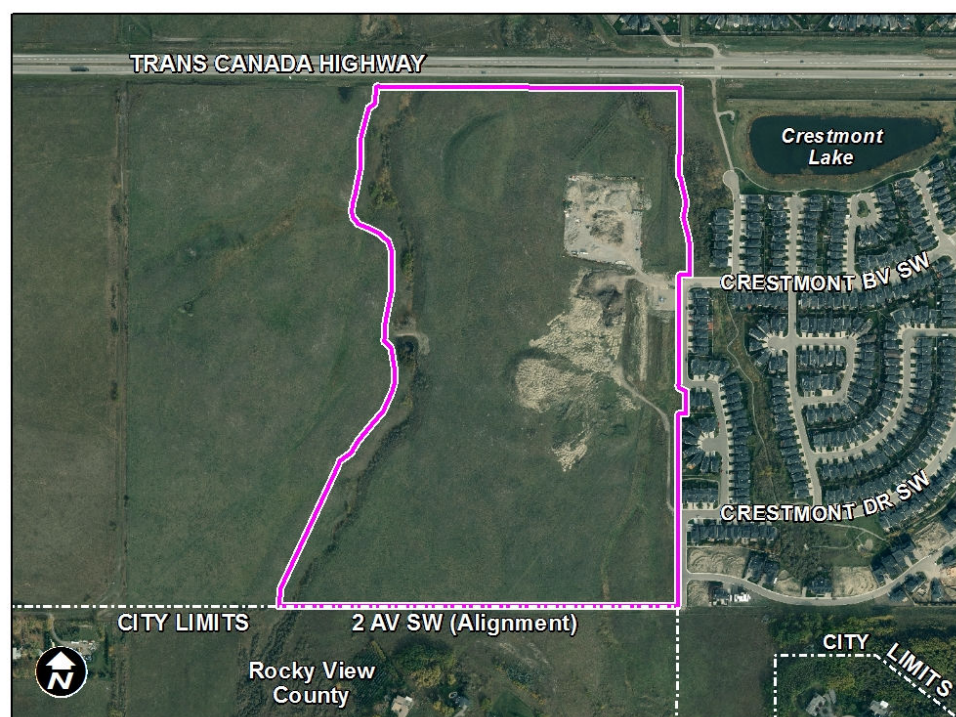
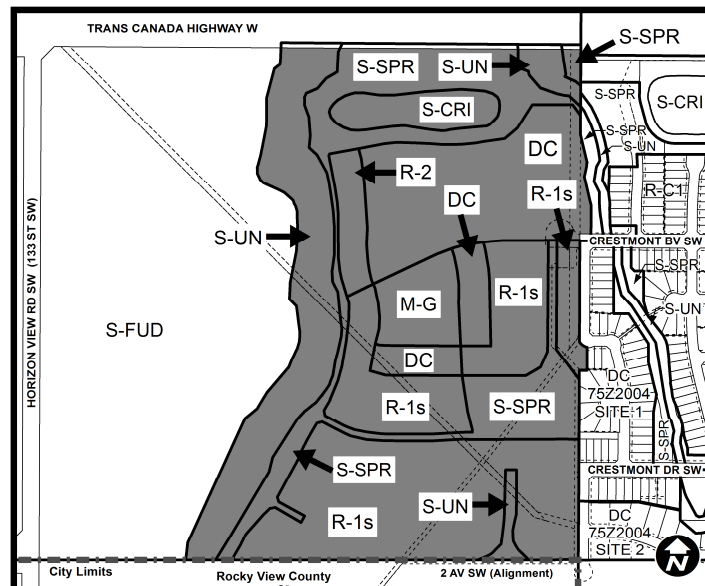
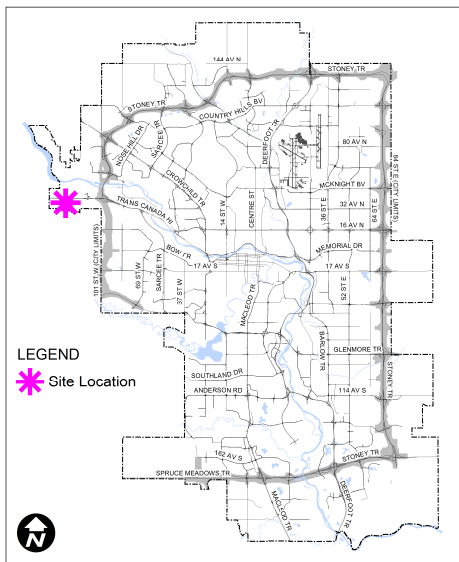
ATTACHMENTS

1. Proposed Bylaw 173D2015
2. Proposed Bylaw 174D2015

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

LOCATION MAPS



LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 30.02 hectares \pm (74.08 acres \pm) located at 12111 Trans Canada Highway SW and 10R Horizon View Road SW (Portion of Plan 7510024, Block 2; Plan 9913158, Gate Station Area "A") from Special Purpose – Future Urban Development (S-FUD) District and DC Direct Control District **to** Residential – One Dwelling (R-1s) District, Residential – One/Two Dwelling (R-2) District, Multi-Residential – At Grade Housing (M-G) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Urban Nature (S-UN) District, Special Purpose – Recreation (S-R) District and DC Direct Control District to accommodate a variety of low and medium density residential dwelling types with guidelines. (APPENDIX II).

Moved by: R. Wright **Carried: 5 – 0**
Absent: G.-C. Carra and C. Friesen
2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 5.76 hectares \pm (14.23 acres \pm) located at 12111 Trans Canada Highway SW (Portion of Plan 7510024, Block 2) from Special Purpose – Future Urban Development (S-FUD) District **to** DC Direct Control District to accommodate a townhouse development with a potential for a child care service and local commercial development with guidelines. (APPENDIX II)

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LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

Applicant:

Brown & Associates Planning Group

Landowner:

Crestmont Developments Inc
Canadian Western Natural Gas
Company Limited

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	Yes	6
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	6
Legislation and Policy <i>Does the recommendation create capital budget impacts or concerns.</i>	No	6
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	No	7
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer and storm) concern</i>	No	7
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	No	8
Growth Management <i>Does this site have the appropriate growth management direction.</i>	Yes	8
Public Engagement <i>Were major comments received from the circulation</i>	Yes	8

*Issue - Yes, No or Resolved

**LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015**

MAP 31W

PLANNING EVALUATION

SITE CONTEXT

The subject site is located to the west of the existing Crestmont Community and is bounded to the north by the Trans Canada Highway, to the south by Rocky View County and to the west by Coach Creek. The site is currently undeveloped with relatively flat and undulating sloped lands that generally slope down to the north and west with areas of ridged topography in the centre of the site.

LAND USE DISTRICTS

The land use amendment application seeks to redesignate 35.78 hectares of land from Special Purpose – Future Urban Development (S-FUD) District and DC Direct Control District and is proposing a variety of residential units, parks, regional pathways and other community features. Proposed land uses and general anticipated development are as follows:

Residential Uses

- R-1S to accommodate 205 single detached dwellings that support secondary suite development;
- R-2 to accommodate 19 lots for either single or semi detached dwellings;
- DC(R-2) to accommodate a variety of low and medium density residential dwelling types currently not permitted under 1P2007;
- DC(M-G) to accommodate 224 townhouse units with opportunities for child care service and retail development adjacent to the collector street; and
- M-G to accommodate 40 townhouse units.

Non-Residential Uses

- S-UN to protect the Coach Creek ravine and two other streams as environmental reserve;
- S-SPR to accommodate regional and local pathways, trails, playground and passive open spaces through municipal reserve dedication;
- S-CRI to accommodate the stormwater pond; and
- S-R to accommodate the ATCO Gas Line and a trail.

Two Direct Control Districts are being proposed for the application with DC District bylaws located in APPENDIX II. The first DC district DC(M-G) proposes townhouse product with the opportunity to develop support retail and child care services along the collector street. The second DC district DC(R-2) proposes a same direct control approved in Livingston that permits a variety of housing product to be developed, and will allow for flexibility in the redevelopment of the block face.

**LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015**

MAP 31W

LEGISLATION & POLICY

Municipal Development Plan (MDP)

The Municipal Development Plan (MDP) identifies the application area as Future Greenfield. These areas do not have local area plans in place to guide development and require additional planning prior to subdivision.

ASP's for new communities in Future Greenfield areas are intended to:

- achieve a minimum intensity threshold of 60 people and jobs per gross developable hectare with minimum densities of 20 UPH (8.0 UPA);
- demonstrate how a target density of 70 people and jobs per gross developable hectare can be achieved over the life of the plan; and
- concentrate residential density in areas adjacent to open space, parks, wetlands and sports fields.

Revised Calgary West Area Structure Plan (ASP)

An amendment to the Calgary West Area Structure Plan (ASP), approved on 2014 November 03 was necessitated by this application; which allowed for a boundary adjustment to incorporate this land within the Plan, apply neighbourhood policies and identify open space and transportation connections.

The majority of the application area is identified as Neighbourhood Area, which is intended to provide for a broad range of housing choices through a mix of built forms and housing types and provide opportunities for live-work units and other associated residential based commercial uses.

Minimum residential densities of 20 units per gross developable hectare (8 units per gross developable acre) are requested for all neighbourhood areas; however, an exception is made for the Crestmont Area that allows development to meet a minimum of 7 units per acre with the opportunity to intensify over time. The policy states:

“It is noted that the existing Crestmont development was built at a density closer to 5 units per acres and development adjacent to the existing Crestmont development will be required to meet a minimum of 7 units per acre with the opportunity to intensify over time.”

The anticipated density is 17.6 units per hectare (7.1 units per acre) which meets the policies in the Area Structure Plan.

**LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015**

MAP 31W

Rocky View / Calgary Intermunicipal Development Plan (IDP)

The subject lands are identified as the Highway 1 West Corridor Key Focus Area within the Rocky View / Calgary IDP, which identifies the importance of incorporating interface policies in these areas. Section 6.0 of the IDP speaks to Interface Planning and the goal of facilitating compatible land use transitions across municipal boundaries.

The developer is proposing larger lots along the south boundary of Crestmont Stage 4 in order to accommodate a transition across the City of Calgary / Rocky View County municipal boundary line.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment was submitted in support of the proposed application. Primary access to the community is provided along Trans-Canada Highway at the Valley Ridge Boulevard / Crestmont Boulevard SW interchange. A second access to the community will be provided, extending Crestmont Boulevard SW to the west, connecting to Old Banff Coach Road SW. This access will be constructed by the Developer in conjunction with a tentative plan or development permit application that triggers the six hundredth unit within Crestmont.

Extensions of Crestmont Boulevard and Crestmont Drive SW are proposed to provide access into the Outline Plan area, with a modified grid network of residential and collector streets servicing the plan area. There are three cul-de-sacs proposed: The first is necessary to preserve a natural spring on the southeast portion of the site. The second extends to the municipal boundary. This roadway could extend south in the future if the opportunity arises. The third cul-de-sac that extends north from Crestmont Boulevard SW to the proposed storm pond facility at the north end of the subject lands.

UTILITIES & SERVICING

Utilities will be extended into the subject site from adjacent areas. Water servicing for the area will be provided by the Crestmont pressure zone, backed up by the Big Hill West and Broadcast Hill pressure zones. The sanitary sewer will tie into the West Memorial Sanitary Trunk. This trunk is to be upgraded by the spring of 2016 and is in the capital budget. Stormwater servicing will be provided via storm sewers and overland drainage to the proposed storm pond located at the north end of the development.

ENVIRONMENTAL ISSUES

A Phase 1 Environmental Site Assessment was undertaken by Stantec Consulting Ltd in 2011. Based on the findings, further environmental assessment is not recommended at this time. However, during development, any excavated material or exposed subsurface soils should be

**LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015**

MAP 31W

monitored for evidence of potential contamination. If potential contamination is identified, further assessment by an environmental consultant would be recommended.

The presence of an abandoned natural gas pipeline orientated northeast/southwest is considered to represent an ongoing low environmental concern. It is the responsibility of the applicant to ensure that this land is appropriate for the intended uses as related to environmental issues.

ENVIRONMENTAL SUSTAINABILITY

A Historical Resources Impact Assessment was completed by Lifeways of Canada Limited in 2004. Within the application area, a single site (EgPn-627) was identified to have regional significance as a bison kill processing site. Historical Resources Act Clearance has been provided for the eastern portion of the identified site, on the understanding that additional studies will be completed in the western half of the site prior to development proceeding.

GROWTH MANAGEMENT

There are no growth management concerns.

PUBLIC ENGAGEMENT

There has been a significant amount of public engagement undertaken by the developer with the Community and residents of Crestmont, Bowness, Valley Ridge and Artist's View. A summary of those events is provided within APPENDIX IV.

Community Association Comments

Three different Community Associations were circulated. No response was provided from Valley Ridge Community Association.

The Crestmont Community Association identified concerns that focused primarily on the interface of new development with their existing neighbourhood, residential density, preservation of natural areas and creating a permanent secondary access rather than a temporary access to alleviate construction traffic. The letter submitted to the City is provided within APPENDIX III.

The Bowness Community Association identified concerns that focused primarily on the traffic impact along the Trans-Canada Highway with the upcoming Trinity Hills developments as well with the upcoming residential increase of Crestmont. The email submitted to the City is provided within APPENDIX III.

**LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015**

MAP 31W

Citizen Comments

A letter was provided by homeowners on the western edge of the existing Crestmont community that expressed concerns related to construction nuisances, visual and sound attenuation between the highway and residential development and access to natural open spaces.

Rockyview County Comments

RockyView County expressed concerns with the proposed outline plan and land uses due to incompatibility with country residential development within the Artist's View area, typically characterized by 2 acre lots. The County has provided an updated email requesting clarification for the secondary access and the road alignment into the County (refer to APPENDIX III). The applicant and developer will continue to work with the County when the 600th unit of Crestmont triggers the need for the secondary access road.

**LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015**

MAP 31W

APPENDIX I

APPLICANT'S SUBMISSION

The proposed Stage 4 of Crestmont is located in southwest Calgary, south of Highway 1 and will be a westerly extension of the existing Community of Crestmont. Qualico Communities is the owner / developer of the land which comprises 35.74 hectares (88.31 acres).

An amendment to the existing Calgary West Area Structure Plan boundary was adopted in 2014 to include the proposed Stage 4 land. Crestmont Stage 4 offers a transition from the existing low density community of Crestmont to the future higher density residential area to the west, lands which are part of the future West View ASP. This need to provide a transition in density has been identified in the revised Calgary West ASP where the density target has been identified to be 7 upa. The Crestmont Stage 4 Outline Plan proposes a residential community that places emphasis on the pedestrian environment through a well-connected pathway and sidewalk system with a high percentage of open space. Included in the outline plan boundary is 18.9% municipal reserve. Additionally there is a protected ravine along the west boundary of the plan area. The combined environmental reserve and municipal reserve result in over 30% open space within Crestmont Stage 4.

The proposed land use districts within the plan are R-1S, R-2, M-G, DC (in anticipation of the suburban R-G district) and a DC(M-G) site with a potential Child Care or Neighbourhood Commercial site incorporated; Public Open Space (S-SPR) and (S-UN); and Public Utility Lot (S-CRI).

The intent of the Direct Control on the DC(M-G) site is to provide a range of ground oriented dwelling types along with opportunities for day care and a small retail/commercial site which could provide a focal point for local services and social interaction.

Consultation with residents of the community and the community association has clearly indicated the residents desire to have this portion of the community develop to a similar density level as the existing stages of Crestmont. Through a series of design workshops in the first half of 2010, Crestmont residents, Crestmont Community Association members as well as representatives from the adjacent Rocky View County community of Artist View were made aware of how the policies of the MDP and the West Regional Context Study will impact the future development of Crestmont. When these impacts became fully understood, residents continued to express their desire for existing community density and development form to remain as consistent as possible up to the ravine (the environmental reserve area on the western boundary of the proposed Stage 4 Outline Plan). This public feedback helped inform the Calgary West Area Structure Plan amendment that was undergoing consultation from 2012 to 2014. As a result, this portion of the ASP (Crestmont Stage 4) is identified with a density target of 7 upa to acknowledge the need for the density transition between the existing 4.2 upa development of Crestmont, and the future 8-10 upa west of the ravine.

The residents of Artist View also wish to see a continuation of the large-lot transition housing along the south boundary of Crestmont which coincides with the City of Calgary / Rocky View County municipal boundary line. The density within the existing Crestmont community is 4.2 units per acre and the density for the proposed Stage 4 area is 7.1 units per acre. The Crestmont Stage 4 Outline Plan density would be 7.8 upa if not for the 18.9% Municipal Reserve dedication.

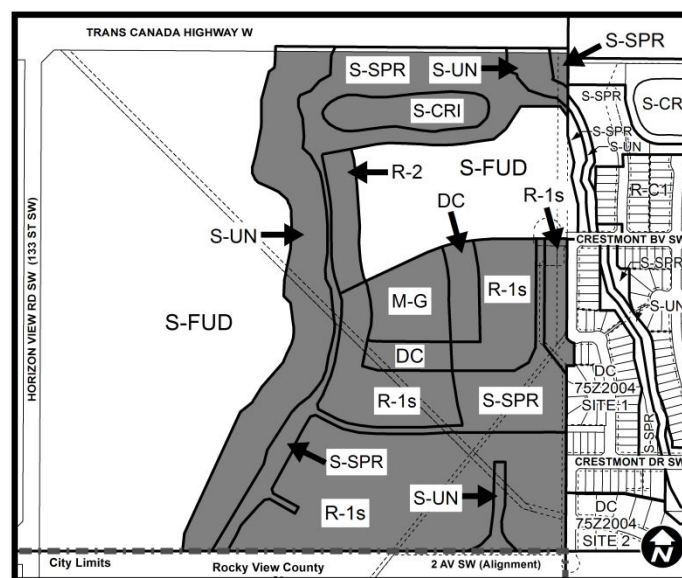
LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

(Bylaw 1): (DC based on Residential – One / Two Dwelling (R-2) District)



Purpose

- 1 This Direct Control District is intended to accommodate a diversity of low density residential **development** in the form of **Rowhouse Buildings, Single Detached Dwellings, Semi-detached Dwellings, Duplex Dwellings** and accessory suites in the **Developing Area**.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

- 4 (1) The following **uses** are **permitted uses** in this Direct Control District:
 - (a) **Accessory Residential Building;**
 - (b) **Backyard Suite**

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

- (c) Duplex Dwelling;
- (d) Home Based Child Care – Class 1;
- (e) Home Occupation – Class 1;
- (f) Park;
- (g) Protective and Emergency Service;
- (h) Secondary Suite;
- (i) Semi-detached Dwelling;
- (j) Sign – Class A;
- (k) Single Detached Dwelling; and
- (l) Utilities.

- (2) A Rowhouse Building is a *permitted use* in this Direct Control District where it is located on a *laned parcel*.

Discretionary Uses

5 (1) The following *uses* are *discretionary uses* in this Direct Control District:

- (a) Addiction Treatment;
- (b) Assisted Living;
- (c) Bed and Breakfast;
- (d) Community Entrance Feature;
- (e) Custodial Care;
- (f) Home Based Child Care – Class 2;
- (g) Home Occupation – Class 2;
- (h) Place of Worship – Small;
- (i) Power Generation Facility – Small;
- (j) Residential Care;
- (k) Sign – Class B;
- (l) Sign – Class C;
- (m) Sign – Class E;
- (n) Temporary Residential Sales Centre; and
- (o) Utility Building.

- (2) A Rowhouse Building is a *discretionary use* in this Direct Control District where it is located on a *laneless parcel*.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the General Rules for Low Density Residential Land Use Districts in Part 5, Division 1 of Bylaw 1P2007 apply to this Direct Control District.

Number of Main Residential Buildings on a Parcel

7 The maximum number of *main residential buildings* on a *parcel* is one.

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

Density

8 The maximum *density* for a *parcel* designated is 50 *units* per hectare for a **Rowhouse Building**.

Parcel Width

9 The minimum *parcel width* is:

- (a) 7.5 metres for a *parcel* containing a **Single Detached Dwelling**;
- (b) 9.0 metres for a *parcel* containing a **Backyard Suite**;
- (c) 13.0 metres for a *parcel* containing a **Duplex Dwelling**;
- (d) 13.0 metres for a *parcel* containing a **Semi-detached Dwelling**, and if a *parcel* containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum *parcel width* of 6.0 metres must be provided for each **Dwelling Unit**; and
- (e) 5.0 metres for an individual *parcel* containing a **Dwelling Unit** in a **Rowhouse Building**.

Parcel Area

10 The minimum area of a *parcel* is:

- (a) 233.0 square metres for a *parcel* containing a **Single Detached Dwelling**;
- (b) 330.0 square metres for a *parcel* containing a **Duplex Dwelling**;
- (c) 330.0 square metres for a *parcel* containing a **Secondary Suite** or **Backyard Suite**;
- (d) 330.0 square metres for a *parcel* containing a **Semi-detached Dwelling**, and if a *parcel* containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum area of 160.0 square metres must be provided for each **Dwelling Unit**; and
- (e) 160.0 square metres for a *parcel* containing an individual **Dwelling Unit** in a **Rowhouse Building**.

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

Parcel Coverage

- 11 (1) Unless otherwise referenced in subsections (2), (3), (4), (5) or (6), the maximum **parcel coverage** is 50.0 per cent of the area of the **parcel**.
- (2) Unless otherwise referenced in subsection (6), the maximum **parcel coverage** for a **Single Detached Dwelling** is 45.0 per cent of the area of the **parcel** where the **parcel** area is greater than 400.0 square metres.
- (3) Unless otherwise referenced in subsection (6), the maximum **parcel coverage** for a **Single Detached Dwelling** is 60.0 per cent of the area of the **parcel** where the **parcel** area is less than 300.0 square metres.
- (4) Unless otherwise referenced in subsection (6), the maximum **parcel coverage** for a **Duplex Dwelling** or **Semi-detached Dwelling** is 60.0 per cent of the area of the **parcel** where the **parcel** area is less than 600.0 square metres.
- (5) Unless otherwise referenced in subsection (6), the maximum cumulative **building coverage** for a **Rowhouse Building** over all the **parcels** subject to a single **development permit** is 60.0 per cent of the area of the subject **parcels**.
- (6) The maximum **parcel coverage** referenced in subsections (1), (2), (3), (4) and (5) must be reduced by 21.0 square metres for each required **motor vehicle parking stall** that is not located in a **private garage**.

Building Setback Areas

- 12 The depth of all **setback areas** must be equal to the minimum **building setback** required by sections 13, 14 and 15.

Building Setback from Front Property Line

- 13 The minimum **building setback** from a **front property line** is:

- (a) 2.0 metres for a **laned parcel**; and
- (b) 3.0 metres for a **laneless parcel**.

Building Setback from Side Property Line

- 14 (1) For a **laned parcel**, the minimum **building setback** from any **side property line** is 1.2 metres.
- (2) For a **parcel** with a **Rowhouse Building** or **Semi-detached Dwelling** there is no requirement for a **building setback** from the **property line** on which a party wall is located that separates two or more **Dwelling Units**.

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

- (3) For a **laneless parcel**, the minimum **building setback** from any **side property line** is:
- (a) 1.2 metres; or
 - (b) 3.0 metres on one side of the **parcel**, when no provision has been made for a **private garage** on the front or side of a **building**.
- (4) The **building setback** required in subsection 3(b) may be reduced to zero metres where the owner of the **parcel** proposed for **development** and the owner of the adjacent **parcel** register, against both titles, an exclusive private access easement:
- (a) where the width of the easement, in combination with the reduced **building setback**, must be at least 3.0 metres; and
 - (b) provides unrestricted vehicle access to the rear of the **parcel**.
- (5) For a **corner parcel**, the minimum **building setback** from a **side property line** shared with a **street** is 1.2 metres, provided there is no portion of a **building**, except for a projection allowed in section 337(3) of Bylaw 1P2007, located within 3.0 metres of:
- (a) the back of the public sidewalk; or
 - (b) the curb where there is no public sidewalk.
- (6) One **building setback** from a **side property line** may be reduced to zero metres where:
- (a) the owner of the **parcel** proposed for **development** and the owner of the **adjacent parcel** register, against both titles, a minimum 1.5 metre private maintenance easement that provides for:
 - (i) a 0.30 metre eave encroachment easement with the requirement that the eaves must not be closer than 0.90 metres to the eaves on a **building** on an **adjacent parcel**; and
 - (ii) a 0.60 metre footing encroachment easement; and
 - (b) all roof drainage from the **building** is discharged through eavestroughs and downspouts onto the **parcel** on which the **building** is located.

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

Building Setback from Rear Property Line

15 The minimum **building setback** from a **rear property line** is 7.5 metres.

Building Height

- 16 (1) Unless otherwise referenced in subsections (2) and (3), the maximum **building height** is 10.0 metres for a **Single Detached Dwelling**.
- (2) The maximum **building height** is 11.0 metres for **Single Detached Dwellings** where:
- (a) the area of the **parcel** is equal to or greater than 400.0 square metres; and;
 - (b) the **parcel width** is equal to or greater than 10.0 metres.
- (3) The maximum **building height** is 12.0 metres for **Single Detached Dwellings** where the **parcel width** is equal to or greater than 15.0 metres.
- (4) The maximum **building height** for **Duplex Dwellings** and **Semi-detached Dwellings** is 11.0 metres.
- (5) The maximum **building height** for a **Rowhouse Building** is 12.0 metres.
- (6) The maximum **building height** for all other **uses** is 10.0 metres.

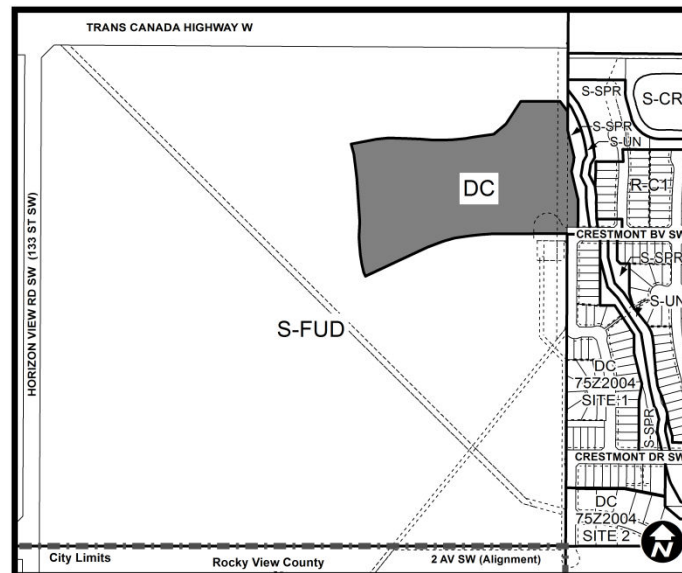
Motor Vehicle Parking Stalls

- 17 (1) The minimum number of **motor vehicle parking stalls** for a **Duplex Dwelling**, **Semi-detached Dwelling** and **Single Detached Dwelling** is 2.0 stalls where:
- (a) the **parcel width** is less than 9.0 metres; or
 - (b) the area of the **parcel** is less than 270.0 square metres.
- (2) In all other cases, the rules of Bylaw 1P2007 apply.

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

(Bylaw 2): (DC based on Multi-Residential – At Grade Housing (M-G) District)



Purpose

- 1 This Direct Control District is intended to:
 - (a) accommodate a comprehensively designed medium density residential **development**;
 - (b) include a limited range of support **commercial multi-residential uses**;
 - (c) be designed to provide for enhanced private access and create an improved interface with the adjacent **street** and **special purpose district**.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

- 4 The **permitted uses** of the Multi-Residential – At Grade Housing (M-G) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

Discretionary Uses

- 5 The ***discretionary uses*** of the Multi-Residential – At Grade Housing (M-G) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

- (a) **Child Care Service;**
- (b) **Retail and Consumer Service;**
- (c) **Rowhouse Building;**
- (d) **Semi-detached Dwelling; and**
- (e) **Townhouse.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – At Grade Housing (M-G) District of Bylaw 1P2007 apply in this Direct Control District.

Density

- 7 (1) The minimum ***density*** is 19 ***units*** per hectare.
- (2) The maximum ***density*** is 51 ***units*** per hectare.

Location and Size of Uses

- 8 (1) The following ***uses*** must share a ***property line*** with Crestmont Boulevard SW:
- (a) **Child Care Service; and**
 - (b) **Retail and Consumer Service.**
- (2) The maximum ***use area*** for **Retail and Consumer Service** is 300.0 square metres.

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

APPENDIX III

LETTERS SUBMITTED

January 23, 2015

Craig Sklenar

The City of Calgary, Local Area Planning & Implementation
P.O.Box 2100, Station M, Calgary AB T2P 2M5

Dear Craig,

RE: Crestmont Stage 4 Outline Plan LOC2011-0110 Circulation

Thank you for the opportunity to review the Crestmont Stage 4 Outline Plan. The proposed second access would intersect at Highway 563 (Old Banff Coach Road) and run adjacent to an existing county resident. Rocky View County has concerns with this alignment as it will have an impact to this landowner and its orientation may be unsafe. In order to fully understand the proposal Rocky View County requests the following clarification:

- 1) It is our understanding that the second access is only temporary access. Will this road be gated or open to the public for use? If temporary where would its final location be?
- 2) If it is open for public use, is a gravel standard adequate based on anticipated traffic volumes? (It should be addressed in a TIA, see point 3 below.)
- 3) Has Alberta Transportation been consulted as Highway 563 (Old Banff Coach Road) is a provincial highway? Rocky View County recommends a TIA be performed to analyze the roadway and the proposed intersection including the safety of an angled intersection, and provide recommendations on any infrastructure upgrades required as a result of the development. Infrastructure upgrades required as a result of the development shall be at the sole cost of the Developer.
- 4) Is the landowner aware of this road alignment and have they provided comment on it?
- 5) Has a perpendicular access further to the west that does not run by the Rocky View resident been considered?

Rocky View County recommends a preliminary assessment be conducted to determine an alternate intersection location and configuration with Highway 563, in order to minimize the impacts to the adjacent landowner. In addition, the County requests a copy of TIA for review.

Due to the insufficient information and the concern at this stage, Rocky View County requests this project not be brought to the CPC meeting on January 29, 2015.

Sincerely,

Xin Deng, MPlan. RPP. MCIP | Rocky View County

Municipal Planner

Tel (403)520-3911 | Fax (403)277-3066

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W



CRESTMONT
COMMUNITY
ASSOCIATION

Local Area Planning & Implementation (LPI)
Planning, Development and Assessment
The City of Calgary
The Municipal Building, 800 Macleod Trail SE
PO Box 2100, Station M, Calgary, AB Canada T2P 2M5

Re: LOC2011-0110 Crestmont Stage 4 Outline Plan & Land Use Designation

Delivered via E-mail

**ATTENTION: Kristen Wishlow, Planner 2, Centre-West Team Local Area Planning & Implementation,
Kristen.Wishlow@calgary.ca**

August 17, 2015

Dear Kristen,

The Crestmont Community Association (CCA) wishes to provide further feedback on the current version of the Qualico Phase IV Land Use Proposal dated May 14, 2015. First and foremost we would like to reiterate unresolved comments provided by the CCA in previous letters to the City of Calgary Land Use and Planning department dated April 17, 2012 and November 13, 2014.

Additionally;

- Density has been increased particularly to the R-1S lots, 205 units. Frontage on these lots appears to be less than 12.6 meters. Many R-1S lots appear to have very narrow frontage of 10 meters. Previous correspondence to with the City of Calgary Land Use and Planning department from the CCA has expressed concern over the density of the R-1S lots with regards to available parking for residents and visitors. Especially with the possibility of secondary suits being constructed on these sites. Assuming many of these new homes will have no front garage, the CCA requests Qualico provide a detailed plan on how street parking within Phase IV has been planned for and addressed. Areas allocated for temporary visitor parking for example.
- A secondary access via Old Banff Coach Road has been added. The May 14 2015 Phase IV Land Proposal indicates this is TEMPORARY Secondary public access road. As per previously submitted comments from the CCA, this access should be a permanent access which presumably could be assigned as a temporary construction access road used for traffic calming along Crestmont Boulevard during Phase IV implementation. The CCA requests more information on the plans for the permanent secondary public access road and the plan for routing of construction traffic.

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W



The CCA would also like to expand on our concerns regarding construction traffic along Crestmont Boulevard with attention to safety. Crestmont is a community with many families with children who use Crestmont boulevard for biking, walking, jogging and commuting to the local water park and playground located at the community hall on Crestmont Boulevard. The Boulevard is heavily used by children of all ages, particularly in the warmer months. There is concern within the community that increased traffic along Crestmont Boulevard, including heavy equipment, large trucks and light vehicle traffic from potentially hundreds of trade's people, increasing risk of harm to children using the roadway. In addition to the traffic, there is the issue of debris which tends to fall from these vehicles, including small, medium and large rocks and mud which cakes on the roadway.

The issue with rocks and mud is an ongoing a safety concern along Crestmont Boulevard. Traffic in and out of a laydown yard and dirt pit located at the corner of Crestmont Boulevard and Crestbrook Hill has resulted in Crestmont Boulevard being frequently littered with debris at various times over the last two years. At times rocks the size of softballs have been encountered on the roadway. Increased construction activities for the Phase IV development could exponentially increase these hazards should construction traffic be allowed to flow through the existing entrance to Crestmont from the east side.

The CCA would like to express our sincere thanks to the City of Calgary for continually reaching out to us in efforts to work with existing residents of Crestmont. We continue to trust that the City and its partners will take into account our concerns and seek resolution. Crestmont is a vibrant, safe and family friendly community. Maintaining these attributes is a benefit to all stakeholders.

Thank you,

Christopher Wolfe on behalf of the Development Committee;

Crestmont Community Association

Cc: Board of Directors, Crestmont Community Association
Development Committee, Crestmont Community Association
Ward Sutherland, Ward 1 Councilor
Grant Knowles, Valley Ridge Community Association

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

Wishlow, Kristen D.

From: Planning & Development BCA [planning@mybowness.com]
Sent: Thursday, August 13, 2015 2:22 PM
To: Wishlow, Kristen D.
Subject: Re: FW: LOC2011-0110 Crestmont Stage 4 Outline Plan & Land Use Designation referral comments

Good afternoon Kristen,

Thank you for the providing the Bowness Community Association an opportunity to comment. The BCA would like to respond with the same previous comments. But we do emphasize concerns about the traffic impact along Trans-Canada Highway with the upcoming Trinity Hills development, as well as with the proposal to increase residential density in the updated Crestmont Stage 4 Outline Plan (since the last outline plan from December 2012).

Sincerely,

Tracy Tsui
Planning and Development Assistant



Planning & Development Committee
Bowness Community Association

7904 - 43 Ave NW | Calgary | T3B 4P9
t: [403-288-8300](tel:403-288-8300) | e: planning@mybowness.com | f: [403.288.8307](tel:403-288-8307)

The contents of this e-mail are intended only for the exclusive use of the recipient and may contain legally privileged or strictly confidential information. If you are not the intended recipient or the person responsible to deliver it to the intended recipient please notify me by telephone ([403-288-8300](tel:403-288-8300)) and return this e-mail. Any distribution, reproduction or other use of this e-mail by any unintended recipient is prohibited.

On Wed, Aug 12, 2015 at 12:46 PM, Sarah Fitzgerald <sfitzgerald@mybowness.com> wrote:

Sarah Fitzgerald

Office Manager

Bowness Community Association

[403-288-8300](tel:403-288-8300)

LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015

MAP 31W

King, Kimberly

From: Niki Smyth [smyth.niki1@gmail.com]
Sent: 2012 March 16 12:53 PM
To: King, Kimberly; CPAG Circ; Joe Leizerowicz; Hodges, Dale
Cc: planning&dev@mybowness.com; Hugh B MAGILL
Subject: LOC2011-0110

Re: LOC 2011 - 0110
10R Horizon View Rd SW
Crestmon Stage 4
Outline Plan/Land Use Redesignation

Dear Kimberly,

Thank you for providing the Bowness Community Association an opportunity to comment on this application. We would like to provide the following comments and questions:

- (1) As is the case with any of the proposed developments from COP west, we are concerned about the transportation and traffic impact, and recommend that decisions regarding these developments be delayed until there is an overview of the combined effect through a traffic corridor study.
- (2) At our February meeting, Shape Properties presented information on LOC 2011-0079. The discussion made it apparent that the existing interchange at Valley Ridge/Highway 1 does not have the capacity to handle any increase and needs a substantial upgrade if development of Crestmont, Shape Properties or Loblaw's properties are to be considered.
- (3) We share and support Crestmont's concern over traffic, not only at the interchange, but within the community. In addition to the need for an overview of transportation requirements for all the proposed developments, there should also be consideration given to staged or phased construction so that Crestmont is not overwhelmed with construction traffic.
- (4) The Outline Plan states that the proposed development requires an amendment to the existing Calgary West Area Structure Plan boundary. It isn't clear from the Outline Plan but would there not be a considerable rewrite of the Calgary West ASP to accommodate this development? If this is the case, we encourage a comprehensive community consultation process involving the City and West Calgary communities to outline the extent of amendments to the ASP and the impact this could have on those communities, both pro and con. As a community that has had its ARP amended despite our objections, we urge respect for the planning concepts inherent in the ASPs and ARPs.
- (5) To what degree, if any, has the Paskapoo Slopes Preservation Society been circulated and consulted?

Please don't hesitate to contact us if there are any questions.

Respectfully,
Niki

Niki Smyth
BCA Planning & Development
7904 - 43 Ave NW
Calgary, AB T3B 4P9
403-288-8300

**LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015**

MAP 31W

APPENDIX IV

ENGAGEMENT ACTIVITIES

Town Hall Meeting	2009 May 21 - 7:00PM
Town Hall Meeting	2009 June 24 - 7:00PM
Future Development Design Charette	2010 January 13 - 4:00PM
Electronic copy of presentations distributed	2010 January 15
Future Development Design Charette	2010 January 27 - 4:00PM
Electronic copy of summary distributed	2010 February 10
Future Development Design Charette (Included update on February 18 CPC Meeting)	2010 March 10 - 5:00PM
Electronic copy of summary distributed	2010 May 17
Presentation Boards & Q&A at Crestmont Stampede Breakfast	2010 July 11
Draft West View ASP Open House (Crestmont Boards & Q&A)	2010 July 22, - 5:00PM
Presentation Boards & Q&A at Crestmont Stampede Breakfast	2011 July 10
Presentation and Q&A at Crestmont Community Association Meeting	2011 October 20 - 7:00PM
Presentation and Q&A at Crestmont Community Association Meeting	2011 December 12 - 7:00PM
Crestmont Community Open House (Boards and Q&A)	2012 January 22 - 1:00PM
Meeting with Residents of 500 Cresthaven Place Regarding concerns over DC(R-2M) Site	2012 May 09 - 6:30PM
Meeting with Crestmont Community Association To discuss their circulation letter	2012 June 05

**LAND USE AMENDMENT
RESIDUAL SUB-AREA 01H (WARD 1)
16 AVENUE NW AND WEST OF EXISTING CRESTMONT
COMMUNITY
BYLAWS 173D2015 AND 174D2015**

MAP 31W

Follow up meeting with Crestmont Community Association	2012 June 14
TransCanada Corridor Open House	2013 March 27 - 5:00PM – 8:00PM
TransCanada Corridor Open House	2013 November 26
Community Association Meeting	2014 May 12
Community Open House	2014 October 18