

**ROAD CLOSURE & LAND USE AMENDMENT  
RESIDUAL WARD 1 – CALGARY WEST  
SOUTH SIDE OF TRANS CANADA HIGHWAY AT THE VALLEY  
RIDGE BOULEVARD INTERCHANGE  
BYLAWS 10C2014, 101D2014 & 102D2014**

**MAP 32W**

**EXECUTIVE SUMMARY**

This application is proposing to close 1.68 ha ± (4.16 ac ±) of road (Plan 1311256, Areas B, C, E and F) adjacent to 11011 Trans Canada Highway SW.

This application is also proposing to redesignate vacant land to allow for the development of a large mixed use retail development adjacent to the Trans Canada Highway and the Valley Ridge Boulevard interchange and is commonly referred to as the Shape Properties development. Three residential sites will be developed within the sloping lands, one single-detached enclave and two multi-residential pods.

The subject site is one of several sites that form the primary western gateway to the City of Calgary. This corridor includes:

- an approved mixed use development in Greenbriar;
- an application currently under review in Greenbriar adjacent to Stoney Trail SW;
- an application currently under review on the Canada Olympic Park lands;
- Two residential communities: Crestmont and Valley Ridge; and
- A future residential, commercial and office area in the future West View ASP, which is located at the western boundary of the city, north and south of the Trans Canada Highway.

**PREVIOUS COUNCIL DIRECTION**

No Council direction has been given.

**ADMINISTRATION RECOMMENDATION**

2014 July 31

That Calgary Planning Commission recommend **APPROVAL** of the proposed Road Closure and Land Use Amendment.

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

That Council hold a Public Hearing on Bylaws 10C2014, 101D2014, 102D2014; and

1. **ADOPT** the proposed closure of 1.68 hectares ± (4.16 acres ±) of road (Plan 1311256, Areas B, C, E and F) adjacent to 11011 Trans Canada Highway, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Closure Bylaw 10C2014.
3. **ADOPT** the proposed redesignation of 41.5 hectares ± (102.5 acres ±) located at 11011 Trans Canada Highway SW and the closed road (SW 1/4 Section 32-24-2-5; Plan 1311256, Areas B, C, E and F) from Special Purpose – Future Urban Development (S-FUD) District and Undesignated Road Right of Way to Residential – One Dwelling

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(R-1s) District, Commercial – Community 2 f2.0h40 (C-C2f2.0h40) District, Special Purpose – Urban Nature (S-UN) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate multi-residential development, in accordance with Administration’s recommendation; and

4. Give three readings to the proposed Bylaws 101D2014.
5. **ADOPT** the proposed redesignation of 14.0 hectares ± (34.7 acres ±) land located at 11011 Trans Canada Highway SW and the closed road (SW 1/4 Section 32-24-2-5; Plan 1311256, Areas B, C, E and F) from Special Purpose – Future Urban Development (S-FUD) District and Undesignated Road Right of Way to DC Direct Control District to accommodate commercial development, in accordance with Administration’s recommendation; and
6. Give three readings to the proposed Bylaws 102D2014.

**REASON(S) FOR RECOMMENDATION:**

The proposed application provides a mixed use development that infills vacant land between the Community of Crestmont and Canada Olympic Park. A significant portion of the Paskapoo Slopes will be preserved and dedicated to The City upon subdivision as natural area. Through the review of a Transportation Impact Assessment (TIA), the level of intensity of the proposed multi-storey residential, retail and office development is supportable with the future servicing and transportation infrastructure upgrades planned by the Province of Alberta and The City.

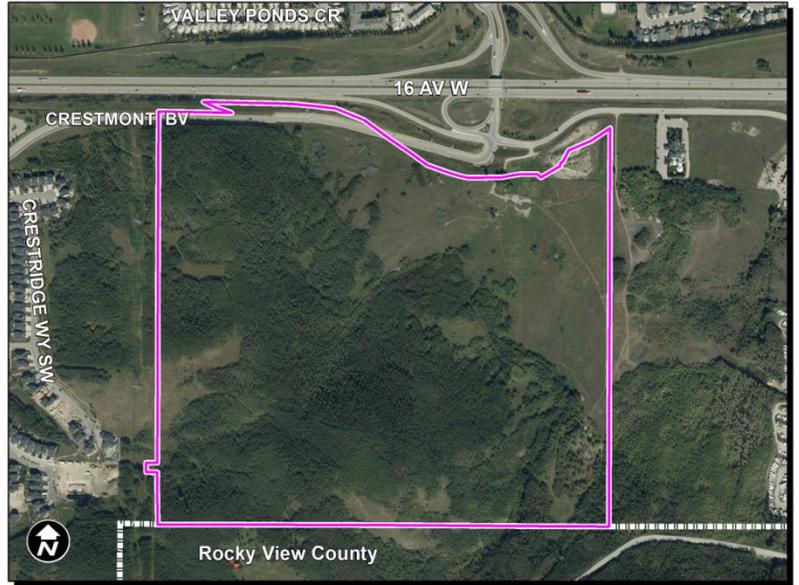
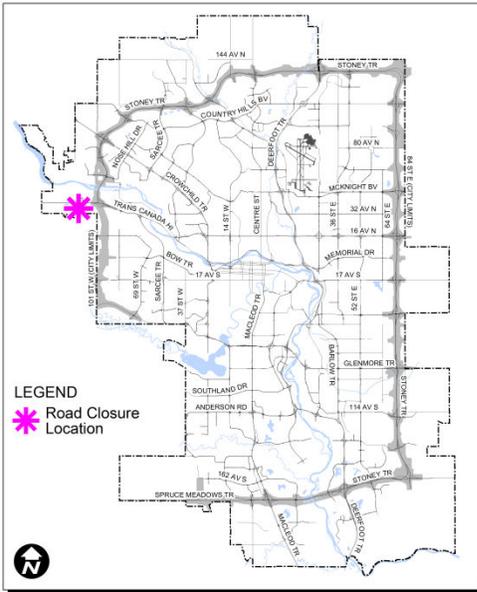
**ATTACHMENTS**

1. Proposed Bylaw 10C2014
2. Proposed Bylaw 101D2014
3. Proposed Bylaw 102D2014
4. **Public Submission(s)**

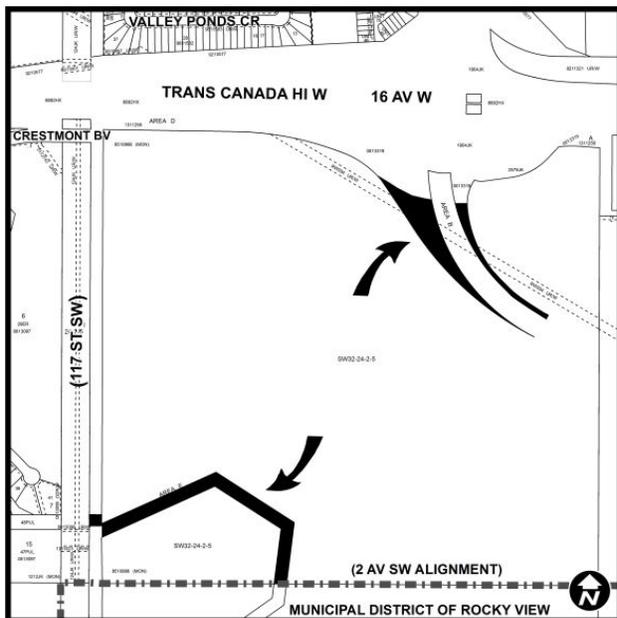
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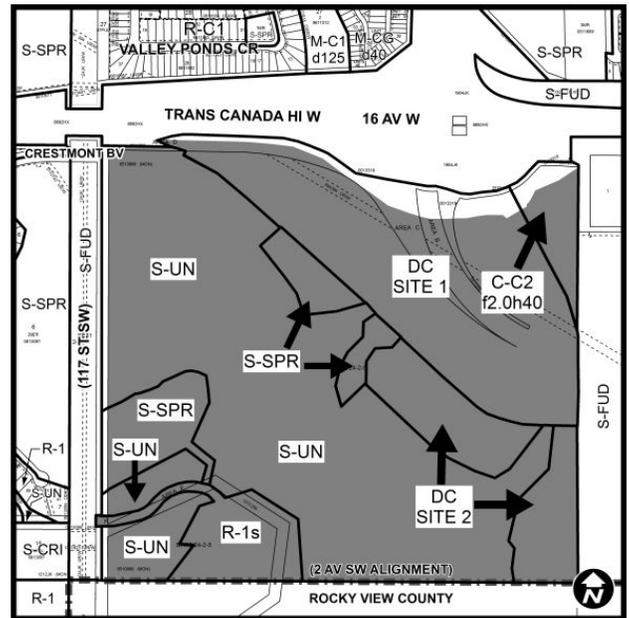
**LOCATION MAPS**



Road Closure Map



Land Use Amendment Map



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

1. Recommend that Council **ADOPT**, by bylaw, the proposed closure of 1.68 hectares  $\pm$  (4.16 acres  $\pm$ ) of road (Plan 1311256, Areas B, C, E and F) adjacent to 11011 Trans Canada Highway, with conditions (APPENDIX II).

**Moved by: S. Keating**

**Carried: 5 – 0**

Absent: J. Sturgess, R. Honsberger  
and M. Wade

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 55.54 hectares  $\pm$  (137.24 acres  $\pm$ ) located at 11011 Trans Canada Highway SW and the closed road (SW 1/4 Section 32-24-2-5; Plan 1311256, Areas B, C, E and F) from Special Purpose – Future Urban Development (S-FUD) District and Undesignated Road Right of Way to Residential – One Dwelling (R-1s) District, Commercial – Community 2 f2.0h40 (C-C2f2.0h40) District, Special Purpose – Urban Nature (S-UN) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate multi-residential development and to accommodate a comprehensive mixed used development with guidelines (APPENDIX III and IV).

**Moved by: S. Keating**

**Carried: 5 – 0**

Absent: J. Sturgess, R. Honsberger  
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**Applicant:**

Shape Properties (Calgary West) Corp

**Landowner:**

Shape Properties (Calgary West) Corp  
 City of Calgary  
 Her Majesty the Queen in Right of  
 Alberta

**Address:**

11011 Trans Canada Highway SW  
 Undesignated road right-of-way

**Legal:**

SW 1/4 Section 32-24-2-5; Plan  
 1311256, Areas B, C, E and F

<b>Planning Evaluation Content</b>	<b>*Issue</b>	<b>Page</b>
<b>Density</b> <i>Is a <b>density increase</b> being proposed.</i>	Yes	6
<b>Land Use Districts</b> <i>Are the changes being proposed <b>housekeeping</b> or <b>simple bylaw amendment</b>.</i>	No	5
<b>Legislation and Policy</b> <i>Does the recommendation create <b>capital budget</b> impacts or concerns.</i>	No	6
<b>Transportation Networks</b> <i>Do different or specific <b>mobility considerations</b> impact this site</i>	Yes	6
<b>Utilities &amp; Servicing</b> <i>Is the site in an area under <b>current servicing</b> review and/or has <b>major infrastructure</b> (water, sewer and storm) concern</i>	Yes	7
<b>Environmental Issues</b> <i>Other considerations eg. <b>sour gas</b> or <b>contaminated sites</b></i>	No	7
<b>Growth Management</b> <i>Does this site have the appropriate <b>growth management</b> direction.</i>	Yes	7
<b>Public Engagement</b> <i>Were <b>major comments</b> received from the circulation</i>	Yes	7

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**PLANNING EVALUATION**

**SITE CONTEXT**

The subject site is located immediately south of the Trans Canada Highway/Valley Ridge Boulevard SW interchange, east of the existing community of Crestmont. The site is bounded by the Trans Canada Highway to the north, the Wedding Pavilion and campground to the east, the Burnco Pit in Rocky View County to the south and the community of Crestmont to the west. An existing AltaLink right-of-way travels from the southeast corner to the northwest corner of the site. Crestmont Boulevard SW currently travels along the northern boundary of the site in an access right-of-way, providing the only access to the community of Crestmont.

The subject site consists mainly of gentle to moderate sloping lands along the Paskapoo Slopes with aspen and balsam poplar woodlands. Grasslands occupy the lower benchlands closer to the Trans Canada Highway. Vegetation consists on native and non-native species. Two drainage courses run diagonally on the site from southwest to northeast. One of the drainages is located in the central area of the property and the other, located in the southeast area of the site. The subject lands are also considered a fundamental piece of the wildlife corridor along the Paskapoo Slopes.

The Outline Plan affects adjacent parcels to provide access to the R-1s parcel on the Outline Plan. The adjacent parcels are not affected by the Land Use Amendment application since the area will be road right-of-way and will not have a land use designation.

**ROAD CLOSURE**

The proposed road closure will close portions of right-of-way controlled by The City and The Province that are no longer required. The proposed road closure map contained in APPENDIX VII highlights the areas to be closed.

**LAND USE DISTRICTS**

The developer proposes to redesignate the subject site from S-FUD Special Purpose – Future Urban Development District and undesignated road right-of-way **to**:

- Special Purpose - School, Park and Community Reserve (S-SPR) District
- Special Purpose – Urban Nature (S-UN) District
- DC Direct Control District
- Residential – One Dwelling (R-1s) District
- Commercial – Community 2 f2.0h40 (C-C2f2.0h40) District

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The S-UN parcel that is not Environmental Reserve (ER) is to be used for backsloping for the residential parcel immediately adjacent. The intent is to rehabilitate the disturbed land back to a natural area for the residents of that development. This parcel was not accepted as ER due to the potential retaining walls that may exist within this S-UN parcel.

The pod of R-1s was determined developable and can be reasonably serviced by the developer, the area surrounding this development pod would also not qualify as ER. The restriction of the development to seven lots was determined reasonable to mitigate the impacts of the nearby Crestmont dwellings.

The following describes the purpose of each DC Direct Control Site.

#### DC Direct Control Districts

Site 1 will accommodate the development of a mix of commercial and retail, office and residential uses, using the Commercial – Community 2 District as the base district. There is no existing land use district that permits the combined uses to be developed as a comprehensive development in a vertical and horizontal mixed use format. The proposed DC District will also create a mandatory mixing of uses. The mixed use site proposes a multi-storey development with structured parking that will include office, residential and commercial uses. It will be designed with a high street/main street within the development that provides for all modes of travel and provides pedestrian and cycling connections into the surrounding sidewalk, path and trail network.

Site 2 will permit multi-residential development using the Multi-Residential – Medium Profile (M-2) District as the base for the Direct Control District, with the added height to 26 metres. A DC District is required for Site 2 since a height modifier does not exist for the Multi-Residential – Medium Profile (M-2) District and the minimum density for the Multi-Residential – High Density Low Rise (M-H1) District can't be modified.

#### DENSITY

The proposed intensity of this development is 89 population and jobs per developable hectare. In the mixed use site, intensity will be regulated by FAR and in the residential districts, intensity will be regulated by units.

#### LEGISLATION & POLICY

1. Municipal Development Plan

The subject site is currently designated as Planned Greenfield with Area Structure Plan (ASP) within the Municipal Development Plan (MDP).

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2. Calgary West Area Structure Plan

The lands are currently designated as Open Space System, Policy Review, Highway Commercial and Residential and Related areas within the Calgary West ASP. As a result of this Land Use Amendment and Outline Plan application an amendment to the Calgary West ASP is required to accommodate the proposed development. The Calgary West ASP amendment report is also on this agenda.

3. Rocky View County/City of Calgary Intermunicipal Development Plan

This area of the City is also under the policies of the Rocky View County/City of Calgary Intermunicipal Development Plan (IDP). Section 6.1 of the IDP speaks to the general policies of Interface Planning. The application was reviewed giving consideration to the adjacent development, and its character, within Rocky View County.

## **TRANSPORTATION NETWORKS**

Access to the subject site is limited by one access point via the Trans Canada Highway and Valley Ridge Boulevard SW interchange at the northeast corner of the subject lands.

A Transportation Impact Assessment (TIA) was submitted as part of this application for review on behalf of this application and the adjacent application from the Bow Valley Crossing application immediately east of the subject site. The TIA gave land use assumptions for each development. Administration reviewed the TIA and concluded only 70 percent of the land use assumptions could be supported by the ultimate proposed infrastructure that includes a new Trans Canada Highway/Valley Ridge Boulevard SW to be built by the Province as part of the future West Ring Road Project. At future planning stages, if updated analysis or infrastructure design changes allow further development potential, the City would be willing to investigate it with the developer through updated analysis. Based on the current proposal, 70 percent of the TIA assumptions is the upper limit of development supported by the City.

Emergency access to the proposed site has been reviewed and is acceptable subject to the conditions contained in APPENDIX I.

## **UTILITIES & SERVICING**

Utilities will be extended into the subject site from adjacent areas. The subject site is currently constrained by the lack of capacity in the West Memorial Sanitary Trunk. The trunk is to be upgraded by the end of 2016 and is in the capital budget.

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A temporary location for a stormpond is proposed in the northeast corner of the subject site. The temporary location will be designed and constructed as an ultimate facility should the ultimate location never materialize. The ultimate location for a stormpond is to be at the southwest corner of the Stoney Trail and the Trans Canada Highway interchange. The ultimate location would inundate a parcel by a third party.

**ENVIRONMENTAL ISSUES**

A Phase I Environmental Site Assessment was conducted for the site. There was no site contamination identified and the report does not recommend any further work at this time. If signs of contamination become present during stripping and grading further work may be required at that time.

**ENVIRONMENTAL SUSTAINABILITY**

Not applicable.

**GROWTH MANAGEMENT**

There are no growth management issues for The City. The sanitary trunk upgrades is in the capital budget and the new interchange is the responsibility of the Province.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

The City and area community associations held working sessions together to brainstorm and discuss opportunities and constraints with development at the Valley Ridge Boulevard/Trans Canada Highway interchange. A list of meeting dates is included in Appendix VI. Some items remain as outstanding concerns by the two community associations. Comments from Crestmont and Valley Ridge are included in Appendix V.

Crestmont's concerns are listed below:

1. Proposed road changes that affect access to the Crestmont community.
2. Apparent non-conformance with City of Calgary Fire Department Access Standards and City of Calgary Design Guidelines for Subdivision Servicing.
3. Proposed development densities that have the opportunity to intensify with time.
4. Proposal to use the existing Crestmont subdivision to service a new "Residential Special Density Area".

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Crestmont's concerns have been addressed as follows:

1. Section 3.2 of the revised ASP requires TIAs to be required at different planning approval stages. Through the review of a TIA, The City has determined the proposed level of traffic congestion is acceptable within an urban environment. Traffic circles instead of traffic lights along Crestmont Boulevard are proposed and all roads have been demonstrated to meet City of Calgary standards.
2. The revised ASP provides an improvement for emergency services compared to the existing ASP. Emergency services will be able to use the future transit connection under Stoney Trail and the potential connection at the west end of the ASP area. The Fire Department has reviewed the proposed Outline Plan and is satisfied emergency services can be provided to all areas of the proposed Outline Plan.
3. The City's Municipal Development Plan (MDP) requires a minimum intensity of 60 people and jobs per hectare, which is equivalent to about 8 units per acre. Major amendments to an ASP should be complying with the MDP. Section 2.3c of the proposed ASP, takes into account the context of the surrounding area and as such 7 units per acre is proposed for the western extension to Crestmont. Density maximums are not included within the ASP because the maximum is dependent on many factors that are reviewed during a development application.
4. When Crestmont was approved, access to the Shape lands was contemplated and provided for in the future. As a result an access right-of-way was registered on the Public Utility Lot and the roads were appropriately designed in Crestmont to accommodate for future development. Through the review of the Shape outline plan, the land was determined to be developable. All servicing extensions are at the cost of the developer. All access for the proposed private road will be subject to approval and must meet the requirements of emergency services.

Valley Ridge's concerns are listed below:

1. ASP development densities require further definition.
2. The ASP has no reference to a transportation capacity constraint.
3. The proposed 40 metre building height in Shape's application is too high.

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Valley Ridge's concerns have been addressed as follows:

1. The proposed ASP provides for minimum density and intensity targets. The maximums are to be determined through the Outline Plan and Land Use Amendment application stage. The proposed land use for this application has defined density maximums. Due to the mixed use development proposal, exact mix of land uses and exact maximum development potential will be confirmed through the Development Permit stage and Tentative Plan stage.
2. The transportation capacity constraints were determined through the review of the Outline Plan and Land Use Amendment applications submitted for the area included the subject lands. Exact capacity numbers have not been included in the proposed ASP to provide flexibility and because the exact mix of uses is not known at this time.
3. The proposed 40 metre building height is for the mixed use and commercial sites closest to the Trans Canada Highway. Administration is of the opinion the 40 metre building height is reasonable in this location of the city. The existing office building and ice rinks at Canada Olympic Park is 30.4 metres. Through a 3D modelling exercise completed by The City, a significant portion of the slopes is visible behind a 40 metre building along the various locations of the Trans Canada Highway and throughout the northwest portion of the city.

**Citizen Comments**

A webpage was created on The City's website providing information about the developments occurring along the Trans Canada Highway. An online survey was also used for residents to provide feedback. Approximately 110 people responded to the survey. Some of the comments and concerns raised are listed below:

1. Amenities in the area are lacking and residents would like some shopping and a grocery store.
2. Need a permanent interchange to service the development.
3. Safety on roads is a concern.
4. More development is being proposed than the road network can handle.
5. Crestmont residents have expressed concerns about having to drive around the new development to exit the community. They do not want their travel times in and out of their community to be increased.
6. As much of the green space as possible should be preserved.
7. Walking and cycling trails need to be expanded and accommodated in the area.
8. Transit service in the area needs to be improved.
9. An appropriate building height would be in the three- to six-storey range.
10. The new Crestmont development should match the existing Crestmont development.
11. There are visual impact concerns.
12. The historical significance of the area should be preserved.
13. Transit service in the area needs to be improved.

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Responses to what we heard was provided and posted to the website. A summary of the responses to the items above are listed below corresponding to the same number.

1. The City supports a mix of uses that includes retail development. The City has communicated the desire for a grocery store to the developers. The City does not regulate who the developer leases or sells the land to.
2. The City will require a new interchange to be built before new development can be occupied or opened for the Shape application. The new interchange is expected to be completed by the Province with the completion of Stoney Trail SW.
3. The City has reviewed Transportation Impact Assessments for all of the proposals. The City and MD of Rockyview were also key stakeholders in the Province's highway corridor study. The City has determined that 70 percent of the proposed development by Shape and Bow Valley Crossing and all of the proposed development of the Crestmont extension can be accommodated with a new interchange. The City has determined the proposed level of traffic congestion is acceptable within an urban environment.
4. See #3.
5. The City confirmed with the Province that the existing Cresmont access must move approximately 270 metres further south when the new interchange is built. Shape is proposing to move the Crestmont access approximately another 40m south to accommodate a reasonable development parcel. Crestmont residents can expect an additional travel time of 1 minute 30 seconds at peak traffic times to reach the Trans Canada Highway. To keep the travel times to a minimum The City supports the use of traffic circles instead of traffic lights along Crestmont Boulevard SW.
6. Under the Municipal Government Act, The City may only take land for open space from the developer if the land qualifies as Environmental Reserve or is part of their 10 per cent Municipal Reserve requirement. All three developments are dedicating the 10 per cent Municipal Reserve. The City is taking the land it values as Environmental Reserve and has negotiated the protection of additional open space to be voluntarily protected as Environmental Reserve.
7. The Crestmont/Valley Ridge Boulevard SW interchange will contain a proper sidewalk and cycling connection between Crestmont and Valley Ridge. The regional path system will also be extending throughout the developments and provide connectivity to the Canada Olympic Park lands. A transit, pedestrian and cycling connection is also to be built under Stoney Trail SW to provide better transit service in the area.

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8. A transit, pedestrian and cycling connection is also to be built under Stoney Trail SW to provide better transit service in the area. A potential transit connection over Stoney Trail north of the Trans Canada Highway is also being protected.
9. The height of the Shape commercial development is proposed to be 40 metres, the height of the Shape multi-residential development could be 26 metres. The height of the Qualico development land use outlines 11-13 metres. As a comparison, the office and ice complex at Canada Olympic Park is six storeys at 30.4 metres in height from the north side of the building.
10. The new development in Crestmont is proposed primarily single-detached, semi-detached and townhouses. City staff deems this type of built form to be compatible with the existing single-detached development in Crestmont.
11. The preservation of cultural sites is regulated by Alberta Culture. Developers submit a Historical Resources report for signoff by the Province. Shape submitted a Historical Resources Impact Assessment to the Province. A number of sites have been cleared with additional work to be completed on some sites prior to stripping and grading or tentative plan approval.

**Public Meetings**

The City hosted three open houses for the general public. The dates of each open house can be found in APPENDIX VII. The City of Calgary's 2014 June 18 open house on the TransCanada Corridor Study, Calgary West Area Structure Plan and Shape Properties application was well attended with 404 attendees. Of those, 114 filled out feedback forms. The responses are summarized below.

Respondents identified a number of **concerns** about development in the Calgary West area. The concerns noted on feedback forms are summarized below along with the number of times the concerns were noted in brackets beside each comment. Traffic flow (76), too much development for current infrastructure (42), need more than one access point to communities (41), build interchange before any development (26), loss of green space, concern for Paskapoo Slopes, need environmental protection (25), too much density (23), safety concerns regarding lack of access to communities / emergency access (14), commercial/retail development too large (14), noise (10), do not support the six executive lots (5), lack of public transit (5), developer said there would be no more development in this area when we bought our home (5), do not understand the plan (5), need more schools (4), bike trails (3), bury power lines (3), access to Paskapoo Slopes (2), building height too tall (2), off leash dog park needed (2), Crestmont residents should not have to drive through new development to get to their community (1), increased crime (1), pollution (1), sewer (1), developers should pay for infrastructure (1), light pollution (1), pedestrian access between Valley Ridge and Crestmont (1), property value decrease (1), not walkable or bike-friendly (1), amenities should target local residents only (1), concern for wildlife (1).

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Respondents identified a number of **positive points** about development in the Calgary West area. The positive feedback noted on feedback forms are summarized below along with the number of times the positive feedback was noted is in brackets beside each comment. Looking forward to more amenities (20), excellent plan (walkable, mixed use, balance of green space and development) (14), build development now (8), excited about multi-family residential development (1).

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

The project will be a compact clustered development that conserves important environmentally sensitive lands. A mix of compact residential and commercial uses will provide for the growing needs of the local communities while protecting the valued natural assets of the property. In addition to protecting the environmentally sensitive areas, the project will create a system of neighbourhood and sub-neighbourhood parks that will extend the natural open space into the neighbourhoods – interconnected by a local and regional trail network. This neighbourhood will promote walking, biking and transit use through its convenient trails and associated connections to transit stops.

Development will be sensitive to the adjoining neighbourhoods by ensuring that trail connections are provided, trees and vegetation are retained in the environmentally sensitive areas, building form and massing integrates with the sloped landscape, and architectural guidelines further ensure visually sensitive and appealing buildings. Servicing and access will be provided in an efficient and sensitive manner so that the key natural areas remain undisturbed where possible. At the same time, the development will conform to slope adaptive policies and minimize structural and visual intrusions into the hillside by incorporating underground pods of parking integrated with stepped development that flows with the slope.

The project will also provide necessary local services and employment to the surrounding communities and provide housing choice in terms of a variety of multiple family housing units. This combination of land uses and sensitive development response will create an economically successful project that benefits the surrounding neighbourhoods and helps shape a western gateway to the City of Calgary. The result – a fully integrated and environmentally responsible neighbourhood that fits well into the context, enhances the existing sensitive landscape and meets the Calgary West Area Structure Plan policies. Most importantly, this neighbourhood will be a great place to live, work, or play – a distinctive and attractive gateway development to western Calgary.

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APPENDIX II

PROPOSED ROAD CLOSURE CONDITIONS

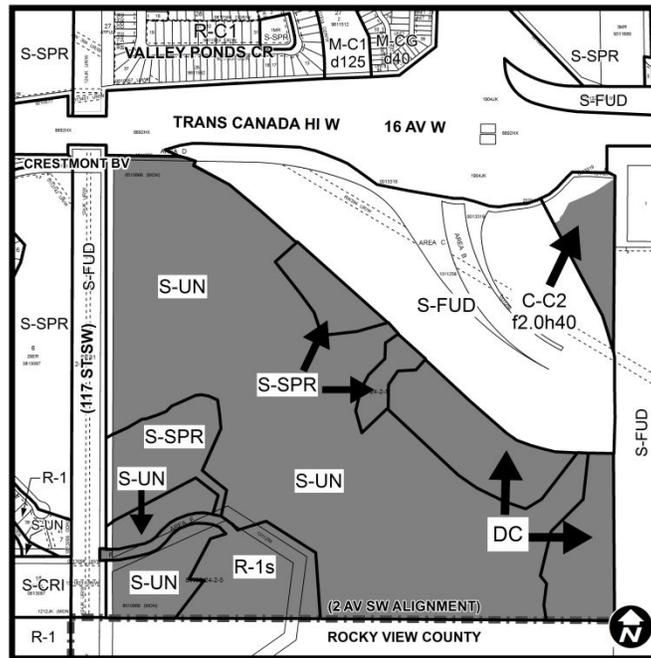
1. All existing access to the affected properties in the area is to be maintained or alternative access to be constructed at the developer's expense.
2. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. All existing utilities within the right-of-way are to be protected by easements or to be relocated at the developer's expense.
4. That the closed road be consolidated with the adjacent land.

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APPENDIX III

PROPOSED DIRECT CONTROL GUIDELINES



**Purpose**

- 1 This Direct Control District is intended to be characterized by:
  - (a) developments that are comprehensively designed with several **buildings**; and
  - (b) residential **uses** with varying height and density.

**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 – High Density Low Rise (MH-1) District of Bylaw 1P2007 are the **permitted uses**.

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**Discretionary Uses**

- 5 The **discretionary uses** of the Multi-Residential – High Density Low Rise (MH-1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

**Bylaw 1P2007 District Rules**

- 6 Unless otherwise specified, the rules of the Multi-Residential – High Density Low Rise (MH-1) District of Bylaw 1P2007 apply in this Direct Control District.

**Density**

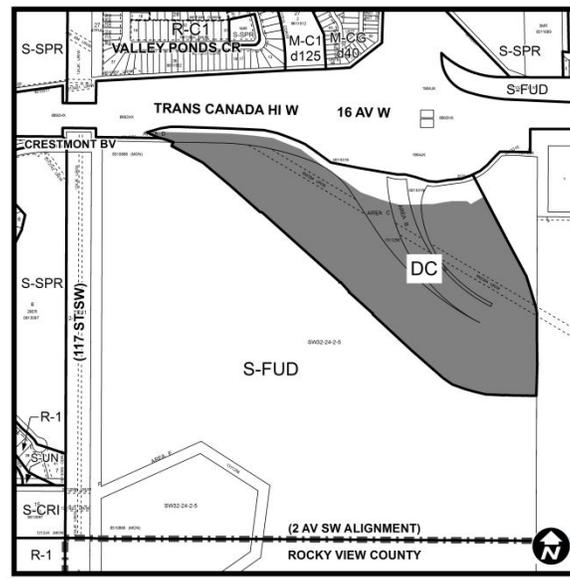
- 7 (1) The minimum **density** is 75 **units** per hectare.
- (2) The maximum **density** is 275 **units** per hectare.

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APPENDIX IV

PROPOSED DIRECT CONTROL GUIDELINES



**Purpose**

- 1 This Direct Control District is intended to be characterized by:
  - (a) developments that are comprehensively designed with several **buildings**;
  - (b) commercial **uses** combined with office and residential **uses** in the same **development**; and
  - (c) **development** that has a wide range of **use** sizes and types.

**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.

**Discretionary Use That Does Not Comply**

- 4 The **Development Authority** may approve a **development permit** application for a **discretionary use** where the proposed **development** does not comply with all of the applicable requirements and rules of this Bylaw if in the opinion of the **Development Authority**:

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- (a) the proposed **development** would not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment or value of neighbouring properties; and
- (b) the proposed **development** conforms with a **use** prescribed by the Bylaw for that land or **building**.

**Permitted Uses**

**5** The **permitted uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District with the addition of:

- (a) **Accessory Liquor Service;**

**Discretionary Uses**

**6** The **discretionary uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Drinking Establishment – Large;**

**Bylaw 1P2007 District Rules**

**7** Unless otherwise specified, the rules of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 apply in this Direct Control District.

**Development Plans**

**8** One **development permit** that may be phased must be submitted for this Direct Control District.

**Floor Area Ratio**

- 9** (1) The maximum **floor area ratio** for the site is 1.75.
- (2) The minimum **floor area ratio** for residential **use** is 0.11.
- (3) The minimum **floor area ratio** for an **Office use** is 0.06.

**Building Height**

**10** The maximum **building height** is 40.0 metres.

**Use Area**

**11** There is no maximum **use area** in this Direct Control District.

**Location of Uses**

**12** There are no restrictions to the location of **uses** within **buildings**.

**Front Setback Area**

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13 The **front setback area** must have a minimum depth of 3.0 metres.

**Minimum Required Motor Vehicle Parking Stalls**

14 (1) The minimum number of **motor vehicle parking stalls**:

(a) is the requirement referenced in Part 4 for the following **uses**:

(i) **Cinema**;

(ii) **Library**;

(iii) **Medical Clinic**;

(iv) **Office**; and

(v) **Post-secondary Learning Institution**;

(b) for each **Dwelling Unit** is:

(i) 0.75 stalls per **unit** for resident parking; and

(ii) 0.1 **visitor parking stalls** per **unit**;

(c) for each **Live Work Unit** is:

(i) 1.0 stall per **unit** for resident parking; and

(ii) 0.5 **visitor parking stalls** per **unit**; and

(d) for all other **uses** is 4.5 stalls per 100.0 square metres of **gross usable floor area** except as provided in (i):

(i) A minimum of 3.0 stalls per 100.0 square metres of **gross usable floor area** if supported by a parking study.

(2) A maximum of 20 per cent of all **motor vehicle parking stalls** may be provided as at **grade** unstructured parking.

**Trans Canada Highway Setback Area**

15 (1) Where the **parcel** shares a **property line** with the Trans Canada Highway, the **setback area** must have a minimum depth of 10.0 metres.

(2) The Trans Canada Highway Setback Area must:

(a) be a **soft surfaced landscaped area**;

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(b) provide a minimum of 1.0 tree and 2.0 shrubs for every 25.0 square metres;  
and

(c) Two-thirds of the trees must be coniferous.

**Amenity Space**

**16** *Amenity space* within the *development* must be provided that connects the main pedestrian routes inside the *development*.

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**APPENDIX V**

**LETTERS SUBMITTED**

May 5, 2014

Shawn Small,  
Senior Planner  
New Community Planning & Subdivision Services  
Land Use Planning & Policy  
City of Calgary  
P.O. Box 2100, Stn. M  
Calgary, AB T2P 2M5

**BY EMAIL**

Dear Mr. Small,

**Re: Revised Calgary West ASP & DC Bylaws – VRCA Comments**

This letter responds to your April 15, 2014 email request for comments regarding the proposed amendments to the latest draft Calgary West Area Structure Plan (ASP). The VRCA very much appreciates the prior communications with you during 2012-13 where some of our concerns regarding the 'draft' Calgary West ASP were incorporated into the revised document. In this letter, the VRCA has also provided some comments on the Draft DC Bylaws associated with the subject ASP.

However, at this time, the VRCA cannot support the City of Calgary's Revised Calgary West ASP document. The VRCA continues to review the Revised Calgary West ASP document, and wish to submit this letter as our preliminary comments, to be followed up with more detailed comments within a few weeks. The VRCA's key concerns are outlined in the paragraphs below and are followed by a series of points where we are requesting further clarification.

**ASP DEVELOPMENT DENSITIES REQUIRE FURTHER DEFINITION**

The development densities cited with the Revised Calgary West ASP are vague and inconsistent. The areal extent of developable lands contained within Sites 1 and 2; together with the areal extent of neighborhood areas, areas under policy review, residential special density area, and the special study area south of 2 Ave SW should be specified, in number of hectares. In addition to the specification of minimum densities, maximums need to also be specified because of the unique nature of the site and access infrastructure constraints.

**ASP TO REFERENCE A TRANSPORTATION CAPACITY CONSTRAINT**

The ASP lands are unique within the City of Calgary as these lands have only one access point: the Valley-Ridge Boulevard-TransCanada Highway (VR-TCH) interchange, which is controlled by the Province of Alberta. The Province's interchange design has defined a maximum vehicular (traffic) capacity that corresponds to at least a category D level of service (LOS). The interchange capacity constraint, in turn, will constrain the future level and type of development. As per the City's Municipal Development Plan (MDP), the ASP identifies a minimum level of development to be achieved for the lands in question. However, the ASP notes that development will be by multiple owners, which likely would be at different times. Consequently,

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it is uncertain how future total development will be constrained based on the types of development and the traffic they will generate. Given the unique access feature of these lands, in the view of the VRCA, the ASP must include a numerical reference to the transportation capacity constraint of the VR-TCH interchange—the sole access point for the lands—to ensure that traffic generated by future developments does not exceed the transportation constraint established by the Province's design.

It should also be noted that with respect to the proposed development plans submitted by Shape Properties (LOC2011-0079) and BVX/Loblaw (LOC2011-0061), for the ASP lands, that the City has reviewed, the VRCA does not agree with the proposed maximum extent of development that was specified by the City in December 2013 (Attachment 1), and subsequently used by Alberta Transportation in its interchange design considerations. Based on a detailed review of the generated traffic impacts, the VRCA (VRCA's April 11, 2014 letter to City of Calgary Transportation) is of the view that, the amount of allowable development has been overestimated.

**DC BYLAW - 40m BUILDING HEIGHT CONTRAVENES ENTRANCEWAY GUIDELINES**

The TransCanada highway that runs along the ASP lands is Calgary's premier western gateway into the city. Section 2 of the ASP clearly states: "uses that are in accordance with the policies of the *Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways*" A key visual attraction is the Paskapoo slopes. However, the DC Bylaws for the ASP allow for a building height of up to 40 meters (#10 Draft Bylaws). This height translates into a potential 10 story building, which would block the visual aesthetics of the TransCanada highway and would be incongruent with existing and surrounding residential communities. In the opinion of the VRCA, a maximum height of 15-20 meters, would not be obstructive and would be complimentary with Calgary's Entranceway guidelines and surrounding environments.

**POINTS REQUIRING FURTHER CLARIFICATION**

1. Are secondary suites and the associated number of people assumed as part of the density calculation (page 13, Section 2.3 / c.)?
2. Please provide further definition of "150 people and jobs per Gross Developable Hectare" (page 15, Section 2.4 / 2). The Glossary is unclear as to whether this refers to 150 people **and** 150 jobs, or 150 people **or** 150 jobs or some proportion of each that totals to 150 and how this translates into size and intensity.
3. At the April 15, 2014 last meeting with the VRCA, you stated the possibility of a City of Calgary open house associated with the Revised Calgary West ASP public consultation process could be scheduled for the first week in May.
4. With respect to the associated Draft DC Bylaws for Site 1 (Shape Properties; LOC2011-0079) you forwarded to the VRCA on April 17, 2014, it appears this document may be incomplete. Could you please confirm whether we received the full document?

Given we have a number of areas that still require further information and/or clarification, the VRCA would appreciate a meeting with you at your earliest convenience to provide clarity and discuss our outstanding concerns. The VRCA requests the right to submit further comments at a later date once we have received full information to complete our review.

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Respectfully submitted,



Grant Knowles  
Director, Community Planning and Development,  
Valley Ridge Community Association

Attachment 1

cc: W. Sutherland, Councilor, Ward 1  
C. McKegney, President, VRCA  
T. Hopkins, Transportation Development Coordinator, City of Calgary  
A. Coffin, Highway Planning Specialist, Alberta Transportation  
D. Smolinski, Crestmont Community Association

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ATTACHMENT 1 (page 1)

 THE CITY OF  
**CALGARY**  
TRANSPORTATION PLANNING

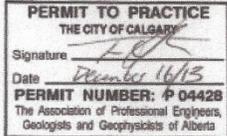
December 16, 2013 Our File: LOC2011-0079

I, Tom Hopkins, P.Eng., authenticate the submission of this document titled *Shape Calgary West Lands TIA* carried out Ward Consulting Group dated January 2014

TO BE USED

by The City of Calgary for input into this outline plan and landuse amendment (LOC2011-0079) only. The specific contents of the document remain the responsibility of the engineer of record and their company.

  
Professional Engineer Authentication  
Tom Hopkins

  
Corporate Permit to Practice  
The City of Calgary

Based on review of this document, I further authenticate on behalf of The City of Calgary the following conditions:

- No further development in the Calgary West ASP area, beyond the proposed Crestmont West Outline Plan, can be supported with the existing Valleyridge/TCH interchange
- 70% of proposed development as shown in table 4.1 (Landuse) within the TIA will be the maximum landuse intensity for Shape/BowValley Crossing/Highway Commercial supported for the ASP Amendment based on TDS review of the capacity of the future A.T. Valleyridge/TCH interchange. At future planning stages, if updated analysis or infrastructure design changes allow further development potential we would be willing to investigate it with you through updated analysis but from what has been proposed and known at this time 70% would be our upper limit that would be supportable.
- At future stages of planning (SB and or DP) the developer will be responsible for financial contributions to a future vehicular connection across Stoney Trail between the Calgary West lands and the Winsport/COP lands.

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2  
2013/12/16  
Ward Consulting Group, Trevor Ward  
Shape Calgary West TIA, LOC2011-0079

- At future stages of planning (SB and or DP), detailed construction staging and timing of the proposed development and any related transportation improvements will be required to minimize the construction impacts on the existing communities of Crestmont and Valleyridge
- At future stages of planning (SB and or DP), further transportation analysis will be required to confirm proposed landuse intensities can be supported by the transportation infrastructure in place at that time. This further analysis may provide updated review of either of the existing interchange, the future interchange or interim proposed Shape staged interchange.
- Any other improvements that may be required to the existing and or future AT interchange at any point within the development process will be at the developer's sole expense.
- The proposed Shape landuses and parcels may be affected by a) updated detailed design of the future interchange which is still to be determined with Alberta Transportation at the time of authentication b) lands that Alberta Transportation do not support roads closure applications on.

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City of Calgary; Land Use and Planning  
P.O. Box 2100, Stn. M  
Calgary, Alberta, Canada T2P 2M5

**Re: Revised Calgary West Area Structure Plan**

**Delivered via Email**

May 5, 2014

ATTENTION: Mr. Shawn Small; Senior Planner, Land Use Planning & Policy

Dear Shawn,

The Crestmont Community Association (CCA) wishes to provide feedback on the current version of the Revised Calgary West Area Structure Plan (ASP). The CCA recognizes that this document continues to be refined and changed to meet the needs of all stakeholders. However, in its current state, the CCA does not support the draft version. The CCA wishes to address four critical items.

1. Proposed road changes that affect access to the Crestmont community,
2. Apparent nonconformance with City of Calgary Fire Department Access Standards and City of Calgary Design Guidelines for Subdivision Servicing
3. Proposed development densities that have the opportunity to intensify with time, and
4. Proposal to use the existing Crestmont subdivision to service a new "Residential Special Density Area".

**Crestmont Community Access**

Changes to Crestmont Blvd. are proposed that will force the existing residents to travel through a new large-scale commercial development to access and egress the community. The Crestmont community is very unique in that it has a single primary entry and egress path that appears to be at-risk.

The CCA requests that the city add some specific wording into the Plan Objectives that will ensure the existing Crestmont residents maintain reasonable access to their homes and protects the existing residents from significant increases to commuting times.

We understand that a change to Crestmont Blvd. is required. However, the CCA requests that from a traffic perspective, our Level of Service and Safety not be significantly reduced. The existing residents must be guaranteed reasonable and safe access to their homes. Access for Crestmont is a paramount concern and in our opinion, specific wording needs to be added to the ASP to align the existing residents and developers. The ASP lacks wording to protect the safety of the existing residents from developer proposals that have a goal of maximizing future commercial and office development.

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**Apparent Nonconformance with City of Calgary Fire Department Access Standards and City of Calgary Design Guidelines for Subdivision Servicing**

The City of Calgary Design Guidelines for Subdivision Servicing document dated January, 2012 has a mandate to ensure that public infrastructures are constructed safely, and meets required engineering standards and specifications. The document clearly states that:

for a private site with >601 dwelling units, 3 accesses are required (only one emergency access is permitted).

The City of Calgary Fire Department Access Standard, has similar guidelines. There is only one primary access point and one emergency access into Crestmont, but the ASP appears to propose >601 dwelling units (the exact total number is not stated). An Outline Plan/Land Use Amendment Application for Crestmont Stage IV is currently with the City and if approved by City Council, this proposal would allow the development of 35.74 hectares of undeveloped land into residential space, including approximately 439 homes including, single-detached, semi-detached, and townhouses. Considering there are already over 400 existing dwellings in Crestmont, this total far exceeds the Fire Department Access Standard guideline for what is recommended through a community with a single primary access and a second emergency access.

Future access points into Crestmont are proposed but have no certainty of proceeding. The CCA is concerned that City policy, and more importantly, safety appears to be sacrificed within the ASP by not providing a cap and recommending that significantly more than 601 dwellings to be accessed by only two access points (one primary and one emergency). The Crestmont community is unique with a single primary entry and egress path, and even that path appears to be at-risk. To protect our safety, the CCA requests that the city add some clear and specific wording into the ASP Plan Objectives that will ensure the ultimate development within and accessed by the existing Crestmont neighbourhood meets all City of Calgary Fire Department Access Standards and where possible, all emergency access criteria published within the city's Design Guidelines for Subdivision Servicing (effective 2012-01).

**Development Density**

The CCA is concerned that the ASP contains intangible numbers on the future development density for the Crestmont area. As stated in Section 2.3.c: "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 CCA does not support this statement which allows greater undefined intensification. The CCA believes firm development densities should be given to each neighborhood area in Crestmont to ensure the existing residents and the property developers are both intimately aware of what is being proposed and agreed to.

The original plan for Crestmont Phase IV in October 2011 had development density pegged at 5 units per acre. A revised proposal increased it to 6 units per acre. The ASP now is proposing an increase to 7 units per acre with further potential further increases. The verbage below is the revised wording used in the "West View Draft ASP" as created by David Coroux in late 2010. This was a key point that the CCA

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and the city agreed upon:

"Density buffers to Crestmont and County

5.1.1(4) - Add>

d. While adhering to the density goals of The Plan, transitional buffers will be provided between existing residential areas adjacent to The Plan Area (in both Calgary and Rocky View County) and future development in The Plan Area, itself. Appropriate transitional characteristics/features include but are not limited to:

- i. reduced dwelling unit density
- ii. reduced building massing
- iii. use of park or natural space
- iv. landscaping, berms, fences or other screening methods"

By continuing to propose increases to the ultimate development density in Crestmont, the previously agreed-to transitional buffers cannot be achieved.

**Proposed Residential Special Density Area**

The Crestmont Community Association is questioning why the area labelled "Residential Special Density Area" is deemed developable, instead of being placed under "Policy Review" in this document. We, as key stakeholders, cannot support the inclusion of this area in the ASP, until we obtain answers to the following concerns and requests for information:

- Justification and details on how this area can be economically supplied by water and sanitary services and the financing method for extending utilities into this area.

- Justification and details on how roads and utilities can be extended to these areas in a manner that does not significantly impact the quality of the surrounding natural area, including detailed geotechnical analysis and supporting conclusions.

- A full understanding of the effects of this road on the current wildlife corridor.

- An understanding on how the significant grade into the area can be developed effectively and safely with new road infrastructure. The CCA has very deep concerns with the "private road" designation proposed by the developers and supported by the city.

a. Please provide details on exactly why this needs to be designated as a private road. Without data, the CCA is assuming it is because the grades exceed city accepted standards. Please confirm if there are sections where this proposed roadway will exceed a grade of 8%.

b. Based on the City of Calgary Fire Department Access Standard and the City of Calgary Design Guidelines for Subdivision Servicing (January, 2012), the CCA understands that for any residential development, an emergency access route is required when the distance from the center line of the primary access street to the closest point of the access route at a building's principal entrance exceeds 120 meters. Please detail how this city fire standard and the city's

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own design guidelines will be employed within the area you designate as the "Residential Special Density Area" serviced by a new proposed 300 meter access. In reference to the data contained within the draft ASP document, we cannot identify a required emergency access route.

c. How will emergency services be employed into the area with significant road grades? Considering the area is natural and isolated, how will a potential brush/grass fire be fought with a roadway with significant grades? How will critical ambulance services be employed under icy and slippery conditions with significant grades? What safety measures are proposed to ensure the significant grades will protect existing residences nearby from out-of control vehicle traffic travelling down icy slopes? Under icy conditions, will residents be forced to park in the main Crestmont area if they cannot travel up the extreme grade? It is our understanding that parking is not allowed along main fire routes.

d. How will garbage pickup be dealt with if trucks cannot travel up the high-grade under icy conditions and if there is not room for a proper turnaround at the top of the development? Will garbage collection occur far away at the base within the main Crestmont area?

e. Will the ultimate "owner" of this private road be forced to maintain it to city standards?

The CCA is concerned that designating an area be accessed with a private road in the ASP without any detail or guidance is premature. In addition, with the data available to us, the city's fire department access standards appear to be ignored; therefore the CCA believes this area should be left under "Policy Review" until these important details are made available to all stakeholders.

The Crestmont Community Association has a successful record of working very closely with the City of Calgary to ensure alignment of the community with the city's development needs. Projects such as the Crestmont Pump Station and the Artist View Water Pipeline are proceeding with input from the community stakeholders. We trust that the city planners and officials will take our concerns and comments into account and answer the above questions when working towards finalization of this ASP.

Best regards,

Darwin Smolinski,  
Director, Crestmont Community Association

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

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**APPENDIX VI**

**PUBLIC/COMMUNITY ENGAGEMENT**

2011 November	LOC2011-0061 (Bow Valley) circulated
2012 January 17	Meeting with Community groups
2012 February	LOC2011-0079 (Shape) circulated
2012 April 24	Meeting with Community groups
2013 January 21	Meeting with community groups
2013 March 27	Public Open House with developers
2013 July 8	Walkabout with community groups and developers
2013 July 19	BIA's for Shape and Bow Valley given to Paskapoo Slopes Preservation Society
2013 July 31	Meeting with community groups
2013 August 16	Draft ASP amendment text sent to community groups
2013 August 21	Draft proposed new land use map for ASP sent to community groups
2013 October 24	Meeting with Paskapoo Slopes Joint Advisory Committee
2013 November 19	Meeting with community groups
2013 November 26	Public Open House with developers
2014 January 14	Attended VRCA's public meeting
2014 February 4	Meeting with Valley Ridge Community Association
2014 April 15	Meeting with community associations, Province and Councillor Sutherland
2014 April 15	Final ASP draft circulated to stakeholders
2014 May 21	Meeting with Valley Ridge Community Association and Councillor Sutherland
2014 May 29	Meeting with Crestmont Community Association and Councillor Sutherland
2014 June 12	Transportation meeting with VRCA on TIA
2014 June 18	Public Open House

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SOUTH SIDE OF TRANS CANADA HIGHWAY AT THE VALLEY  
RIDGE BOULEVARD INTERCHANGE  
BYLAWS 10C2014, 101D2014 & 102D2014**

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**MAP 32W**

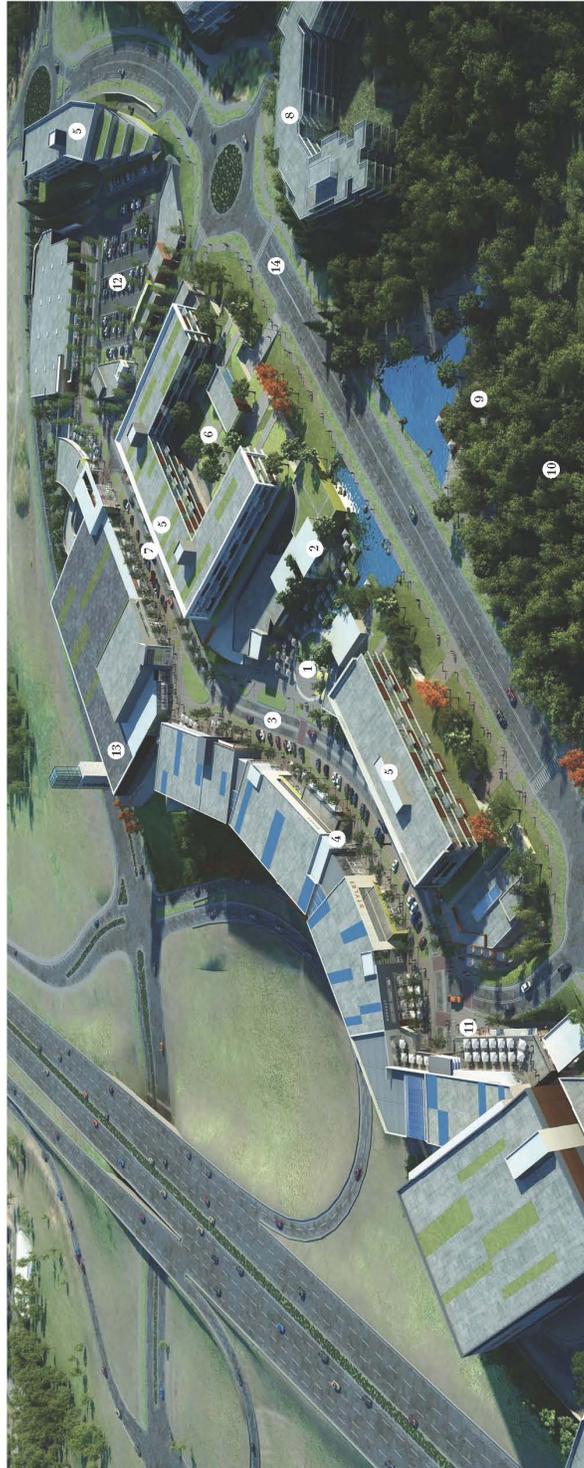
**APPENDIX VII**

**ROAD CLOSURE & LAND USE AMENDMENT  
 RESIDUAL WARD 1 – CALGARY WEST  
 SOUTH SIDE OF TRANS CANADA HIGHWAY AT THE VALLEY  
 RIDGE BOULEVARD INTERCHANGE  
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**MAP 32W**

**Highstreet**

- 1. THE PLAZA:** Signature plaza seamlessly integrated with specialty retail, restaurants and residential entrances.
- 2. RESTAURANTS & SPECIALTY RETAIL:** Exclusive fine dining and boutique retail shops.
- 3. HIGH STREET:** A main street of cutting edge shopping and global brands.
- 4. WORLD-CLASS ARCHITECTURE:** Modern, sophisticated, contemporary architecture with unique attention to detail.
- 5. HIGHSTREET RESIDENCES:** Residential units fully integrated with retail and office. Truly mixed-use residential entrances.
- 6. RESIDENTIAL AMENITIES:** Health, recreation and entertainment amenities that rival hotel standards.
- 7. PARKING ENTRANCES:** Safe, convenient and easily accessible parking throughout.
- 8. PARKSIDE RESIDENCES:** Exclusive residences with amazing park and city views.
- 9. MUNICIPAL PARKS:** Several municipal parks thoughtfully placed throughout and connected to the project.
- 10. ENVIRONMENTAL CONSERVATION:** 63 acres of Paskapoo Slopes permanently protected in conjunction with Highstreet.
- 11. ENTERTAINMENT:** Experience cinematic luxury in the VIP movie theatre or dine at gourmet restaurants.
- 12. GROCERY STORE & CONVENIENCE RETAIL:** Local services and amenities with convenient access and parking.
- 13. PROMINENT DEPARTMENT STORES:** Shops that anchor the Highstreet shopping experience.
- 14. INFRASTRUCTURE:** All necessary infrastructure will be completed in conjunction with the development at no cost to the city.



**ROAD CLOSURE & LAND USE AMENDMENT  
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**MAP 32W**

## PROJECT FACTS

### CREATING A COMPLETE & CONNECTED COMMUNITY

- Respectfully integrate Valley Ridge and Crestmont communities along with existing retail and residential development.
- Become a gathering place and social heart for the community.
- Meet retail demand in north west Calgary.
- Provide alternative transportation options through increased bus service and improved bicycle/pedestrian networks.

### COMPACT BUILT FORM, INSPIRING URBAN DESIGN & ARCHITECTURE

- Seamlessly integrated with the hillsides.
- Parking below grade and within structures.
- Stacked design to achieve compact development.
- Pedestrian-friendly, walkable shopping streets.
- Plaza infused with energy, bringing people together.
- World-class architecture and modern design.
- First-class residential amenities.

### ENVIRONMENTAL CONSERVATION

- 63 acres of Paskapoo Skopses and other environmentally significant lands being permanently protected.
- 5 natural environmental parks (municipal reserves) will complement natural areas and become a public amenity.

### GROWTH MANAGEMENT & INFRASTRUCTURE

- An essential amenity within city limits for Calgary residents in the area.
- Located at a major ring road intersection.
- Required infrastructure is at no cost to the City.

### EXTENSIVE ENGAGEMENT PROCESS

- Community engagement began in early 2011.
- Worked closely with the City of Calgary since 2008.
- Hosted several meetings and public open houses (400+ attendees recently).
- Long-term vision and \$500M investment aligns our commitment with the communities' interests and concerns.

### ECONOMIC BENEFITS

- Highstreet estimated to be a \$500M project.
- Construction employment totalling 3M man hours.
- 1300 permanent jobs.
- \$4M in annual taxes.
- \$8M in development assessment levies and fees to the City of Calgary.
- \$50M infrastructure investment.

### PROJECT SCHEDULE

- ASP Amendment and Land Use Approval - Fall 2014
- Subdivision and Development Permits - Summer 2015
- Commence site works - Summer 2015
- Commence infrastructure - Spring 2016
- Begin building construction - Spring 2016
- First occupancy - Spring 2016 (project occupancy sequenced)



Highstreet is a proposed leading edge, compact mixed-use development that will be the first of its kind in Calgary. The 135-acre site, adjacent to the Stoney Trail Connector and located at a distance from existing retail shopping centres in the city, is positioned as a gateway mixed-use development that will connect Valley Ridge, Crestmont and future communities of west Calgary. Through environmental conservation, new parks will become a public amenity and significant lands will be permanently protected. This world-class development will feature a unique mix of uses and local services including retail, residences and office, and serves as a progression of the ASP adopted in 1988. Inspiring architecture and strategically planned spaces will create a vibrant destination, set to become the social heart of the community.

- A MODEL FOR MIXED-USE**  
Highstreet will become a model for mixed use development in the city, by aligning with 7 key Municipal Development Goals:
- » Prosperous Economy
  - » Great Communities
  - » Connecting the City
  - » Compact City
  - » Good Urban Design
  - » Managing Growth and Change
  - » Greening the City

**WORLD CLASS TEAM**  
Shape Properties is a Western Canadian real estate investment and development company that is passionate about creating dramatically better places. Shape is leading the development of some of the largest and most exciting projects underway in North America. At every level, we have an uncompromising commitment to excellence and quality which is evidenced by the reputation of our developments and the strong relationships we have fostered with local municipalities, respected architects, builders, engineers and designers.



# Highstreet