

Albrecht, Linda

CPC2014-107B
ATTACHMENT 4
LETTER 1

From: Thienly [thienly.azim@gmail.com]
Sent: Friday, August 22, 2014 9:19 PM
To: Albrecht, Linda
Subject: August 28, 2014 Public Hearing Agenda Items 21 and 22, bylaws 101D2014 and 102D2014

Dear Mayor and Council,

As a Valley Ridge resident of 14 years, we have loved everything about this community. The natural beauty, the friendly neighbors, and the accessibility to the city. However, not having the convenience of shops and services close by (the Valley Ridge Plaza is not enough) was a big downfall for us, and we considered moving a several times. Knowing that this amazing development is coming within a walking distance to my home in a few years time have just strengthened my decision to stay here. I know that it will not only bring more business opportunities, but it will give more out of town guests, and people from nearby communities to come out and enjoy .I cannot wait!

I am in support of the proposed rezoning.

Sincerely

Thienly Azim
119 Valley Ponds Cr NW

RECEIVED
2014 AUG 25 A 7:32
THE CITY OF CALGARY
CITY CLERK'S

Albrecht, Linda

CPC2014-107B
ATTACHMENT 4
LETTER 2

From: Jeremy Cahill [jcahill18@yahoo.com]
Sent: Thursday, August 28, 2014 9:40 AM
To: Albrecht, Linda
Subject: September 8, 2014 Public Hearing Agenda Items 21 and 22, bylaws 101D2014 and 102D2014

Dear Mayor and Council,

I believe that the High Street Calgary Project is in the best interest of the city and the residents of Valley Ridge. I have many friends and family who live there and always wish they had more amenities so that I can combine my visit with completing some errands at the same time.

I also use this route to get to the mountains and wish there were some amenities on the way out of the city. Most large urban centres have a large development that have various amenities that I think both residents of Calgary and tourists visiting our city would benefit from.

I am in support of the proposed rezoning.

Sincerely,

Jeremy Cahill
344 Skyview Shores Manor NE
Calgary, AB
T3N 0H5

RECEIVED
2014 AUG 28 A 9:42
THE CITY OF CALGARY
CITY CLERK'S

Albrecht, Linda

CPC2014-107B
ATTACHMENT 4
LETTER 3

From: Rose [rcmagpie@shaw.ca]
Sent: Thursday, August 28, 2014 9:02 AM
To: Albrecht, Linda
Subject: Sept. 8, 2014 Public Hearing Agenda, Items 21 and 22, bylaws 101D2014 and 102D2014

Dear Mayor and Council,

I am writing to express my strong support for the proposed rezoning in this area. I have lived in Valley Ridge for over nine years. It was hinted by my realtor that there would be development and amenities coming to the area soon, but I am still waiting and having to drive about ten kilometers to the nearest basic services. I was excited to see the new proposals, particularly the Shape project which would be directly across from Valley Ridge. It looks very neat, sophisticated, and will likely raise property values in the area.

I hope you will approve this interesting project, and allow some development in other nearby areas that have often been an eyesore, with parked trailers, weeds, dust, and other assorted stuff that I have struggled to identify.

Thank you for your consideration,

Rose Curtis
69 Valley Stream Cir NW
Calgary, AB
T3B 5W2

403, 229-4012

RECEIVED
2014 AUG 28 A 9:03
THE CITY OF CALGARY
CITY CLERK'S

August 27, 2014

CPC2014-107B
ATTACHMENT 4
LETTER 4

Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Postal Station "M"
Calgary, Alberta T2P 2M5
Fax: 403-268-2362

RECEIVED

2014 AUG 28 A 7:41

THE CITY OF CALGARY
CITY CLERK'S

Subject: September 8, 2014 Public Hearing Agenda Items 21 and 22, bylaws 101D2014 and 102D2014

Dear Mayor and Council,

It has come to our attention that the City of Calgary is considering an application by Shape Properties to develop the land south of 16th Ave and Valley Ridge Blvd NW. into a commercial shopping center called the "Highstreet Calgary Project." Please accept this letter as our support of the proposed rezoning for the following reasons:

Valley Ridge and Cresmont are unique neighborhoods in that major commercial services (big-box retailers) available to the community require a vehicle to reach: Crowfoot Crossing (a distance of 11 kms) and Market Mall (a distance of 10 kms). The closest grocery stores are Safeway in Bowness (a distance of 7 kms) and Sobeys in Tuscany (a distance of 8 kms). As a result, "Walk Score" ratings are some of the lowest in Calgary, ranging from 8 to 30 out of 100, making both neighborhoods car-dependent communities. The "Transit Score" is also ranked low, ranging from 0 to 23 out of 100.

It has been my experience that people are interested in lively neighborhoods with their daily needs close by. Communities with ease of access to commercial services help people reduce their transportation costs, enabling them to save money or spend more on their homes, entertainment, or other things they value. The "Highstreet Calgary Project" will allow Valley Ridge and Crestmont to become walkable neighborhoods. For homeowners, especially seniors, living in the area, the Highstreet Centre creates a vibrant environment. Not to mention, improved property values and in turn, higher property tax revenue for the City.

From what we have seen, Shape Properties has plans for a landmark commercial complex, including residential properties, while preserving the natural beauty of the forested area located on the hillside to the south. Our hope is that the Project will bring significant visual enhancements to the property south of 16th Avenue as you enter the City from the west versus the current occupants; some of whom have created eyesores that are definitely not representative of the character of the City of Calgary.

Again, please accept this letter as our support of the proposed rezoning.

Sincerely,



Larry and Val Dykstra
36 Valley Ponds PI NW
Calgary, Alberta T3B 5T5



City of Calgary
Office of the City Clerk
Ms. Susan Gray, City Clerk
P.O. Box 2100, Stn M
Calgary, AB T2P 2M5

RECEIVED

2014 AUG 28 A 9:05

THE CITY OF CALGARY
CITY CLERK'S

Re: Revised Calgary West Area Structure Plan (Repeal)
Public Hearing of Calgary City Council, September 8th, 2014

August 27, 2014

Dear Ms. Gray:

The Crestmont Community Association (CCA) wishes to provide feedback on the current version of the Revised Calgary West Area Structure Plan (ASP). The CCA understands the ASP will be brought to City Council on September 8th, 2014. In it's current state, the CCA does not support the ASP and is requesting support from the Honorable Mayor and members of Council. The critical areas of concern are as follows:

- Proposed road changes which will affect access to Crestmont Community
- Safety for the residents of Crestmont and the reduced level of emergency services with the proposed changes, and
- Proposed development densities that have increased since our discussions with the City began and the opportunity to further intensify with time.

The Association has met with the developers, met with our councillor and met with City planners in an effort to provide influence with respect to our concerns. We understand and respect that our Councillor is expected to remain impartial. However, with all our efforts, we feel our concerns are not being addressed by the City Planners and developers. We would ask you review our letter and consider our position.

The CCA is fully aware change in the form of development is inevitable, however the safety of the existing residents, and future residents must be considered and protected at all times.

The CCA is concerned the Planner for this file has not heard all our concerns and suggests that we have not fully engaged in the process. He is further suggesting the CCA has not fully representing the Community, as he claims he has heard differently from the residents. We have not received any written documentation to substantiate these claims. The CCA on several occasions has done lengthy surveys, engaging the residents of Crestmont, which is what our responses to the City have been based on.



It would not serve the CCA well not to represent as many residents as possible.

Proposed Road Changes that will affect Crestmont Community:

Per the MDP, specifically Policy 2.5.4, we understand the Plan supports the following:

- **Key Direction #2: Provide more choice within complete communities.** The proposed changes to the ASP offer no additional choice within our community, and will increase our expected response time for emergency services.
- **Key Direction #5: Increase mobility choices.** As there is no additional funding in the City of Calgary Transportation budget for the foreseeable future, there will be no additional transit service to Crestmont. Consequently, residents will have to rely on the current level of service provided. Currently route 408 runs approximately half hourly, however times changes throughout the day. Weekend service runs 7 am – 9:30 pm, but only on an approximately 45 minute service, the Sunday and holiday service is 7 am – 7 pm and also runs on a 45 minute service. LRT is never expected to service Crestmont, as we geographically sit between two major LTR routes, the NW line to the north and the SW line to the south. Additional peak hour service is offered during the week by Route 70, offering 2 express buses in the am and 2 in the pm.
- **Transportation Goal #3: Provide affordable mobility and universal access for all** Although the plans do not indicating the Regional Pathway System connecting to Crestmont, the Shape development is not a safer option for Crestmont residents. With the increased traffic, which will be attracted to a Market Mall sized commercial, retail, and residential development, all residents of Crestmont will have to drive/walk or cycle through this development to get to or from their destination. We don't think negotiating though that size of a development with only ONE access/egress can be safe. The route will include 3 traffic circles, and at least one set of traffic light. In addition to the increased distance being added to the commute for existing residences. Market Mall has 7 access/egress points.
- **Transportation Goal #4: Enable public transit, walking and cycling as the preferred choices for more people,**

Per the City of Calgary Transportation Plan, Policy 3.8, which speaks to

- **Enhancing public safety by reducing response times for emergency services.**
- **Improving accessibility to the regional street system and reducing delays for motorists entering or leaving developments.**



- **Building communities that have the ability to adapt over time.**

Specifically

- **3.8.e: access into and out of Future Greenfield communities, new major commercial developments and industrial developments should be maximized to improve emergency response times and reduce congestion.**
- **3.8.f: Evacuations route plans should be established for all future developments and identify at least two-evacuation route connection to at least two different streets that lead away from those developments.**

Currently Crestmont has ONE access/egress, which under the proposed repeal to the ASP would in time, be changed drastically, adding significant amounts of time to access and exit the community. The proposed repeal and changes to the ASP do not offer an additional exit or evacuation route. In the future, we understand there may be a second access/exit, however it is unclear to the CCA how a distance of nearly 4 km can be a safe evacuation route for residents. The land has not been secured, either through annexation or land swap with the County of Rockyview. Further more, the road, as suggested, would connect to Old Banff Coach Road, which is not designed to handle large volumes of traffic. It is believed the extension of Crestmont Blvd. in such a manner would only encourage cut through traffic from the TCH in times of congestion.

Either way, the development as proposed does not seem to fall within Policy, as set out by the City of Calgary.

Upon review of the TIA, completed November 2013 by Traffic Solutions Consulting Ltd., it is very clear that the proposed upgrades to the Valley Ridge/ TransCanada Highway interchange will not be sufficient and will perhaps fall short of their purpose within 8 – 10 years, depending upon the additional development that may be approved in Valley Ridge and Crestmont. Without firm caps on the amount of future development, it is clear to the CCA the proposed upgrades will fail and put residents in harms way, as commute times will be increased due to congestion. It is imperative for the ASP to address the **specific** amount of development allowable within the area.

During previous discussions with the City of Calgary and the previous file manager density had been agreed upon, allowing for a sufficient transition from the existing community to the new community, using the creek as a boundary. It was understood by the CCA density within the existing development of Crestmont is low in relation to the City standard and Plan It policy, however to protect property values, it was agreed the overall required density could be achieved once development was approved west of the



CRESTMONT COMMUNITY ASSOCIATION

creek. Lands west of the creek could include multi family housing, smaller lots and low rise multi story buildings to achieve higher density. With the Repeal of the existing ASP and implementation of the new document, residents have lost that consideration. This will also affect the residents of Artist View who border the said lands.

It should be noted, with the addition of the residential component of the Shape development, and the anticipated extension of Qualico's development, it is expected "Crestmont's" population will be in excess of 4 times of today's development. Also of note, the 180(+/-) acres on the north side of the TCH which are developable and have yet to be approved. All the additional residents will be required to use the VR/TCH interchange to access and exit the communities.

It was always understood by the CCA that no development would take place, or be approved until ALL infrastructure upgrades, ie Sanitary Trunk capacity and TCH/VR interchange, we completed. At this point in time, it is known the City anticipates the completion of the NW Sanitary Trunk upgrade sometime in 2016. Presently the upgrade of TCH/VR interchange has no start date and has been delayed minimally 2 years, if not more. The current interchange is operating at maximum capacity and is unable to accommodate construction traffic.

The CCA is at a loss to understand how development of this magnitude can come before the CPC and pushed onto City Council for approval during July and August. Summertime, is typically a quiet month for business and community associations don't typically meet over the summer months. The CPC heard the recommendation for the Repeal of the Revised Calgary West Area Structure Plan, very late in the evening on July 31, 2014. While listening to the hearing, it was evident the members were tired and were possibly not on top of their game. More time should have been allowed for a more thorough review and questioning of the information presented.

The residents of Crestmont are very open to development, but need assurance safety will not be compromised in lieu of a revenue generating development. The CCA and residents of Crestmont would like to continue to work with the City and developers to agree how future development will look.

Sincerely,

Catherine Garry

Crestmont Community Association, Development Committee

Cc: Ward Sutherland, Councilor, Ward 1
Calgary City Council Members
Amy Hen, President, CCA
Shawn Small, City of Calgary Planning Department

Smith, Theresa L.

CPC2014-107B
ATTACHMENT 4
LETTER 6

From: Patrick Kelly [patrickwarrenkelly@gmail.com]
Sent: Sunday, August 17, 2014 2:02 PM
To: Albrecht, Linda
Subject: Re: LOC 2010-004

To whom it may concern,

I am writing to in with concern of the potential development of the Paskapoo Slopes and to let you know my thoughts on why this land should not be developed and maintained as a natural area. Calgary is a great place to live, but with the ever increasing demands on resources there are fewer places within the city to recreate in a natural area. I frequent the Paskapoo Slopes for biking, walking, and enjoying a little bit of nature within the city. There is also no other area like it within Calgary, especially North West Calgary. I know this area is popular and is commonly busy with other cyclists, runners, dog walkers, etc. Calgary needs more focus on maintaining the natural areas within, and this land should be protected as park land to remove any future possibility of development. I live, work, and play within the NW and with the loss of this land I would have to find another place to play and unwind after work and on the weekend, which would mean driving to locations such as West Bragg Creek or K-Country. And in attempting to limit my impact on the environment and my time and stress, I do not wish to have to drive so I can recreate and enjoy nature. Please ensure that this land is protected for the future and remains a natural area for all Calgarians to enjoy.

I very concerned citizen,
Patrick Kelly
403-288-7522

RECEIVED
2014 AUG 18 A 8:13
THE CITY OF CALGARY
CITY CLERK'S

Delivered, August 28, 2014, 6:30 a.m. MDT, to: cityclerk@calgary.ca

RECEIVED

Susan Gray, City Clerk
Office of the City Clerk
City of Calgary
700 MacLeod Trail, S.E.
P.O. Box 2100, Postal Station M
Calgary, Alberta T2P 2M5

2014 AUG 28 A 8: 00

THE CITY OF CALGARY
CITY CLERK'S

Dear Ms. Grey:

Re: Public Hearing of Calgary City Council, September 8, 2014

Submission from the Valley Ridge Community Association ("VRCA") regarding the matters of:

- i) Land Use Redesignation BYLAW 101D2014
- ii) Land Use Redesignation BYLAW 102D2014
- iii) Adoption of Revised Calgary West Area Structure Plan BYLAW 29P2014

If approved, the above-referenced Revised Area Structure Plan ("Revised ASP") and associated Land Use Redesignations sets the stage for significant overdevelopment of the subject lands. This overdevelopment will generate traffic volumes above and beyond the traffic capacity limitation of a new Valley Ridge-Trans Canada Highway ("VR-TCH") interchange to be built by Alberta Transportation ("AT") as part of the West Calgary Ring Road project. This will compromise the safe and efficient operation of the new VR-TCH interchange, the singular point of access to the Revised ASP lands and for 6,800-plus residents of Valley Ridge and Crestmont. This letter presents four issues for Council's information and consideration in its review. In addition, this letter requests Council's consideration to introduce two amendments to the Revised ASP. The amendments will ensure the aforementioned communities have adequate future access to the Trans-Canada Highway ("TCH") and will eliminate the potential scenario that will enable commencement of pre-mature preparatory work and development prior to the completion of the new VR-TCH interchange.

Background for VRCA Issues

The area encompassing the communities of Valley Ridge and Crestmont plus any and all future commercial, office and residential development on the Revised ASP lands south of the TCH are unique within the City of Calgary: will all share only one singular access point, the Valley Ridge – TCH ("VR-TCH") interchange. The Revised ASP and the existing communities represent a 'closed containment system' with all traffic into and out of this area required to use the VR-TCH interchange.

The VR-TCH interchange is over 50 years old and, as determined by the City of Calgary's Transportation Planning, Development Services Division ("City Transportation"), is currently at maximum capacity. It will be replaced with a new interchange to be built by Alberta Transportation ("AT"), in the next 3 to 7 years, as part of the Stoney Trail South Extension segment of the West Calgary Ring Road.

The current 1999 Calgary West ASP envisioned a substantially smaller scale of development than the current applications. The existing ASP specified: "the predominant form of housing...(is) expected to be single family" (Sec. 2.3.2) with "moderately-scaled mixed use development (up to

four storeys in height)...and a neighbourhood shopping centre” (Sec. 2.3.4). The Revised ASP and the proposed Land Use Redesignations have been written to accommodate applications from Shape Properties and BVX/Loblaw. The proposed development now envisions a large, regional mixed use commercial and office complex and multi-storey residential developments. The building height in the Revised ASP is specified for up to 40 meters or 12 stories instead of the previous four storeys.

The proposed Outline Plans submitted would develop commercial and office space nearly the size of Calgary's Market Mall Centre. Plus, these plans include adding 2,560 residential units that would more than equal the existing number of 2,300 units in Valley Ridge and Crestmont combined. And, all traffic generated by the new developments and existing communities will need to funnel through one access point, the VR-TCH interchange.

VRCA Issues

Issue #1: Administration's Report to Calgary Planning Commission ("CPC") July 31, 2014

Administration's Report presented to the CPC contains questionable information and an error of fact that accompanied the above-referenced bylaws.

i) Questionable Information

Administration Report for Agenda Item # M-2014-013, Page 8 of 26, reads:

Access to the ASP area is currently limited by one access point via the Trans Canada Highway and Valley Ridge Boulevard . . .

To improve upon the limited access to the ASP area . . . a potential connection to the lands west is illustrated on Map 3 Land Use and Transportation.

Administration's report clearly gives the impression that the "current" single access point issue will be mitigated through a second "potential" access point. However, the second access referenced is a residential routing that winds through the adjacent residential area of Crestmont terminating on non-City lands in the County of Rocky View. There is currently no agreement, nor is there any funding arrangement, to access County lands and build additional access to connect to the TCH at Old Banff Coach Road, located 3.9 km west of the VR-TCH interchange. In addition, funneling external vehicular traffic through the residential streets of Crestmont would create significant unwarranted traffic safety and speeding problems for these residents. The Crestmont Community Association ("CCA") is on record in its opposition to such a proposed routing.

The Revised ASP lands currently, and for the foreseeable future will effectively have but one vehicle access point—the VR-TCH interchange. To illustrate a potential western roadway connection onto the Revised ASP Map 3, and suggest it represents a second access point, presents a misleading picture of the actual traffic-related issues and constraints present for the Revised ASP lands.

ii) Error of Fact

Administration's Report for Agenda Item # M-2014-013, item (1.), Page 11 of 26, reads:

Section 3.2 of the revised ASP requires TIA's to be required at different planning approval stages.

On the contrary, there is no statement contained anywhere in the Revised ASP that "requires" a TIA be conducted at varying stages of development. While initial, draft versions of the Revised ASP's utilized the word "shall", Section 3.2.1 in the Revised ASP now states the City "may" require the applicant to provide additional details via a transportation impact assessment under some conditions but there is no "requirement" stipulated to guarantee that such additional work will be undertaken. We were surprised and perplexed at this word change from a "shall" to a "may". Administration's statement on July 31, 2014 that multiple TIA's are "required" throughout the process is an error of fact.

In light of these findings, the VRCA requests Council consider that the CPC recommendation "To Approve" on July 31, 2014 was not based on full and accurate disclosure of all the relevant information pertinent to the subject matters.

Issue #2: Revised ASP Omits a Specific Reference to the VR-TCH Interchange Capacity Limit

Summary

- As the sole point of egress / access to the Revised ASP lands, the new VR-TCH interchange design will limit the maximum traffic volume that can safely and efficiently operate through the interchange.
- In City Transportations' acceptance of the Shape Properties' Transportation Impact Assessment ("Shape TIA") in December 2013, they imposed a 70% development limit to the initially proposed development levels by the two developers. However, nowhere in the Revised ASP is there any reference to the 70% development limit or the maximum traffic volume limitation for the new interchange.
- Outline Plans provide generalized plans for a mix of land uses: commercial, office and residential. The scope and mix of the eventual, actual development will likely vary, and hence, so will the generated traffic volumes that will flow through the VR-TCH interchange.
- The maximum traffic volume limitation of the new design for the VR-TCH interchange should be specified in the Revised ASP to ensure development does not exceed this limit.

Alberta Transportation ("AT") and City Transportation have reviewed several design options for the new VR-TCH interchange and determined a maximum operating capacity for the interchange. Based on the Shape TIA, this equated to 2,334 vehicle per hour for the p.m. peak weekday period. [Source: Figure 5.3, "2020 Combined Traffic Volumes: 70% Development Level", *Transportation Impact Assessment Report*, May 2013, prepared by Ward Consulting for Shape Properties].

City Transportation equated the 2,334 vehicle per hour into a 70% development limit for the Outline Plans submitted. The 70% development limit encompasses the traffic generation rates for vehicles per 1,000 sq.ft. of development included in the Shape TIA. The trip generation rates used in the City Transportation approved, Shape TIA are substantially lower compared to previous TIA's accepted for other similar-sized shopping developments in Calgary. These previous TIA's are further supported with actual City Transportation supplied count data and the average rates suggested by the Institute

of Transportation Engineers ("ITE"). The following quote is an email response dated June 12, 2014 from City Transportation to a letter submitted April 11, 2014 by the VRCA Planning Committee.

The City of Calgary has used typical trip generation rates for general retail with rates of 1 and 6 trips generated per 1000 sq. ft. for AM and PM peaks, respectively. . . . Using the ITE equation for retail, for 1,000,000 sq. ft. of retail yields a PM rate of 2.98 trips /1000 sq. ft. At both local sites [Shepard Regional and Beacon Hill], PM rates [based on actual counts] were found to be 2.6 to 2.92 trips / 1000 sq. ft. range.

The comparable trip generation rate used in the Shape TIA, for the p.m. peak, was 0.7 trips per 1,000 sq.ft. This rate was substantially lower than the comparative rates of 6.0, 2.98, 2.6 and 2.92 found elsewhere in the City. The substantial difference vis-à-vis the Shape TIA trip generation rate raises significant questions about the possible error deviation surrounding the Shape TIA traffic projections and the estimated 70% development limit.

As a means to ensure that the traffic generated by the future developments, on the Revised ASP lands, will not exceed the actual capacity limitations for the VR-TCH interchange, the Revised ASP should link the development limit directly to the traffic volume capacity limitations of the redesigned interchange, as determined by AT and City Transportation. Providing a direct link in the Revised ASP, rather than the estimated 70% level now referenced to the Outline Plan, will mitigate possible estimation error surrounding the TIA trip generation rates used to assess the 70% limit. The VR-TCH traffic volume capacity limit equates to 2,334 vehicles per hour for the p.m. peak, using the developers' TIA data. The Revised ASP should reference this vehicle count.

VRCA, respectfully, requests Council adopt the following amendment:

Revise ASP Section 3.2.1, "Mobility", add the following point:

- g. At the future Outline Plan, Land Use Amendment, development permit and/or subdivision stages all applicants will be required to provide a detailed transportation impact assessment that identifies the projected traffic generated by the completed planned developments and ensure the requisite developments do not generate incremental traffic volumes that combined with the existing community traffic volumes exceed the Valley Ridge Boulevard interchange capacity limit of 2,334 vehicles per hour for an average weekday p.m. peak period.**

Such an amendment would provide significant certainty to the impacted communities that the VR-TCH interchange capacity limits are not exceeded post development.

Issue #3: Revised ASP is Silent on Apportioning the Finite VR-TCH Interchange Capacity Limit

The Revised ASP acknowledges that there are multiple land owners as per Section 2.2, "General" e. which states:

Because of multiple land owners in the Plan Area, Individual Outline plans must demonstrate how the proposed development can be integrated, . . .

Multiple owners and developments that occur over time prompts the question as to how will developers share the finite development pie in terms of the traffic limits that each development will

generate. The Revised ASP is silent on staging and how the limited traffic constraint will be apportioned across developments.

The addition of the aforementioned amendment to the Revised ASP will provide a specific reference to the total traffic volume limit that can be generated by all total developments. The VR-TCH interchange traffic volume capacity limit provides a direct, measurable basis for allocating development of the Revised ASP lands, providing the VRCA requested amendment is included.

Issue #4: Revised ASP May Allow Development before the VR-TCH Interchange is certain

The Revised ASP in Section 3.2.b, "Transportation" states:

Upgrading the Valley Ridge Boulevard interchange along the Trans Canada Highway will be required to facilitate further development within the Plan Area.

The Revised ASP acknowledges that the existing VR-TCH interchange cannot support new development. Despite this clause, the developer requesting the redesignated land uses is intent on proceeding as soon as possible, including undertaking work in 2014, on the mere assumption that AT will rebuild the interchange as currently discussed and before any concrete AT plans are even in place.

Shape Properties has already applied for a stripping and grading permit (DP2014-3715) to clear lands in the Revised ASP on the presumption that Council will approve the Revised ASP, as submitted by Administration. City Administration has circulated the application for comment with a deadline of September 8, requiring interested parties to comment even before Council has approved the Revised ASP. Clearly, both Administration and the developers are preparing to push development forward.

Timing and construction of the new VR-TCH interchange is entirely dependent on the Provincial Government. The actual detail planning and construction associated with the VR-TCH interchange may not occur for 3 years or more.

The City of Calgary has no direct control over the actions of the Province of Alberta. History has clearly demonstrated that as provincial governments, Premiers, and provincial budgetary conditions all change, then so do provincial policy decisions. That is, there is no guarantee or certainty that the new VR-TCH interchange will be rebuilt as currently discussed. Alberta Transportation has not even developed the final plans, which will be done after the project goes out to tender. There is no certainty until the shovels hit the ground. Accordingly, City of Calgary should not approve nor allow any development or pre-development until the new VR-TCH interchange design is finalized and actual physical site preparation and construction is ready to begin.

To allow any development prior to such certainty regarding the construction start date of the new VR-TCH interchange, places a significant risk on the surrounding communities and existing businesses that will bear the burden of any stalled or unfinished work that is potentially abandoned and/or should the site sit idle for a period of time. Such a situation poses significant negative impacts associated with extended construction traffic issues, dust spread to adjacent areas and possible mud runoff issues due to the slope of the lands.

To ensure that no development occurs prematurely the Revised ASP should include an appropriate staging and timing condition.

VRCA, respectfully, requests Council adopt the following amendment.

Revise ASP Section 2.2, "General" add the following point:

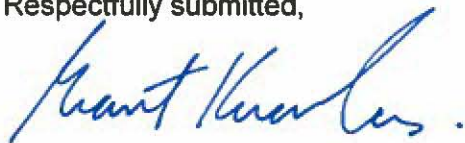
- i. **No development or predevelopment site work such as stripping, clearing, grading or infrastructure installation shall be allowed prior to the City having received a formal notification from the Alberta Government to confirm the award of the tendered project and contractual start date for the Valley Ridge Boulevard interchange construction.**

Closing Comments

The VRCA has presented four issues of concern for Council's review and consideration. The VRCA plans to attend the upcoming public hearing and will be available to respond to any questions that may arise from this submission.

In closing, the VRCA wishes to acknowledge support in principle for future commercial, office and residential development south of the TCH. All residents of Valley Ridge certainly welcome the day that shopping is available south of the TCH. However, this desire is clearly made with the understanding that associated traffic volumes are appropriately managed and constrained to ensure the continued safe and effective operation of the sole access into and out of the community, namely through the VR-TCH interchange.

Respectfully submitted,



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

cc: Ward Sutherland, Councilor, Ward 1
Calgary City Council Members
Christa McKegney, President, VRCA
VRCA Board of Directors
VRCA Planning Committee
Darwin Smolinski, Crestmont Community Association

Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Postal Station "M"
Calgary, Alberta T2P 2M5
Fax: 403-268-2362

RECEIVED

2014 AUG 28 A 9:33

Subject: September 8, 2014 Public Hearing Agenda Items 21 and 22, bylaws 101D2014 and 102D2014

THE CITY OF CALGARY
CITY CLERK'S

Dear Mayor and Council,

It has come to our attention that the City of Calgary is considering an application by Shape Properties to develop the land south of 16th Ave and Valley Ridge Blvd NW. into a commercial shopping center called the "Highstreet Calgary Project." Please accept this letter as our support of the proposed rezoning for the following reasons:

We are residents of Valley Ridge. We love our community with its easy access to Highway 1 and the Mountains. However, there is nothing close by when it comes to shopping, dining and entertainment. You pretty much need to have a vehicle to live in this community as city transit is the only other option and schedule times are limited. The "Transit Score" is ranked low, ranging from 0 to 23 out of 100. The closest shopping and dining areas are Crowfoot Crossing (a distance of 11 kms) and Market Mall (a distance of 10 kms). The closet grocery stores are Safeway in Bowness (a distance of 7 kms) and Sobeys in Tuscany (a distance of 8 Kms). As a result, "Walk Score" ratings are also some of the lowest in Calgary, ranging from 8 to 30 out of 100.

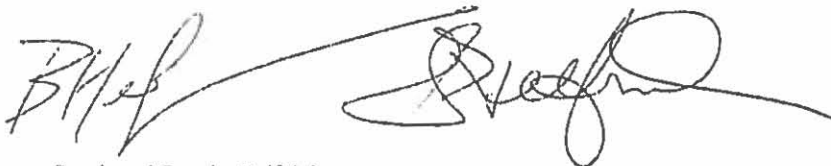
I welcome this development which will provide close and convenient access to all amenities. The "Highstreet Calgary Project" will allow Valley Ridge and Crestmont to become walkable neighborhoods. For homeowners, especially seniors, living in the area, the Highstreet Centre creates a vibrant environment. Not to mention, improved property values and in turn, higher property tax revenue for the City.

I also welcome the plan to improve the interchange at 16th Avenue and Valley Ridge Blvd. Last winter due to quick melting during the day and freezing overnight we were unable to exit Valley Ridge. Water had pooled under the highway the water was being taken by the vehicles tires up to the off ramp which then turned into sheer ice. It took me 40 to exit Valley Ridge that morning. Even though there would still be only one access/exit point, at least the amount of roadway would be larger and allow for detouring.

From what we have seen, Shape Properties has plans for a landmark commercial complex, including residential properties, while preserving the natural beauty of the forested area located on the hillside to the south. As this area is a first glimpse of Calgary for those travelling East on the Trans Canada Highway, I believe it will show our visitors that we are an upscale dynamic city. Rather than the current eyesore in that location which gives the impression of a dump of a city which is definitely not representative of the character of the City of Calgary.

Again, please accept this letter as our support of the proposed rezoning.

Sincerely,



Brad and Sandy Helfrich
15 Valley Stream Close NW
Calgary, Alberta T3B 5V7

217, 126 14th ave SW

T2S 0L9

Calgary

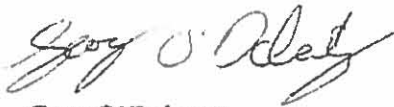
Dear Mayor and Council,

I believe that the High Street Calgary Project is in the best interest of the city and the residents of Valley Ridge. I have many friends who live there and always wish they had more amenities so that I can combine my visit with completing some errands at the same time. I also interested in moving out there and feel that development would improve access to services.

I also use this route to get to the mountains and wish there were some amenities on the way out of the city. Most large urban centers have large developments that have various amenities that I think both residents of Calgary and tourists visiting our city would benefit from.

I am in support of the proposed rezoning.

Sincerely,



Gary O'Doherty

587-227-8007

RECEIVED
2014 AUG 28 A 9:41
THE CITY OF CALGARY
CITY CLERK'S

Albrecht, Linda

**CPC2014-107B
ATTACHMENT 4
LETTER 10**

From: Steve Palmer [steve.palmer@aeso.ca]
Sent: Thursday, August 28, 2014 9:37 AM
To: Albrecht, Linda
Cc: Steve Palmer
Subject: September 8, 2014 Public Hearing Agenda Items 21 and 22, bylaws 101D2014 and 102D2014

Dear Mayor and Council,

I believe that the High Street Calgary Project is in the best interest of the city and the residents of Valley Ridge and NW/SW Calgary. I have many friends who live there and always wish they had more amenities.

I also use this route to travel to the mountains and believe that there should be more amenities available in this corridor. Most large urban centers have a similar developments and I think residents of Calgary and visitors to our city would benefit from a similar development.

I am in support of the proposed rezoning.

Sincerely,
Steve Palmer

21 Rocky Ridge Square, NW
Calgary, Alberta T3G 4E5

Steve Palmer, B.A., SCPM, PMP
Project Manager
Transmission Project Delivery
Alberta Electric System Operator (AESO)
2500, 330 - 5th Avenue SW
Calgary, AB T2P 0L4

403-539-2558 direct
403-539-2795 fax
403-463-6073 cell

www.aeso.ca
www.poweringalberta.com

RECEIVED
2014 AUG 28 A 9:41
THE CITY OF CALGARY
CITY CLERK'S

This email message, including all attachments, is intended only for the named recipients and may not otherwise be distributed, copied or disclosed without the AESO's authorization. This email message may contain information that is confidential, privileged, or exempt from disclosure under applicable law. If you are not a named recipient or an employee or agent responsible for delivering this email message to a named recipient, please immediately: 1) notify us by return email or by telephone 1-877-866-2376; and 2) destroy this email message, including all attachments, and any copies you may have.

Albrecht, Linda

**CPC2014-107B
ATTACHMENT 4
LETTER 11**

From: Anita Patel [anita21p@gmail.com]
Sent: Thursday, August 28, 2014 9:30 AM
To: Albrecht, Linda
Subject: September 8, 2014 Public Hearing Agenda Items 21 and 22, bylaws 101D2014 and 102D2014

Dear Mayor and Council,

I believe that the High Street Calgary Project is in the best interest of the city and the residents of Valley Ridge. I have many friends and family who live there and always wish they had more amenities so that I can combine my visit with completing some errands at the same time.

I also use this route to get to the mountains and wish there were some amenities on the way out of the city. Most large urban centres have a large development that have various amenities that I think both residents of Calgary and tourists visiting our city would benefit from.

I am in support of the proposed rezoning.

Sincerely,

Anita Patel

36 West Springs Way SW
Calgary, AB T3H 4P4

RECEIVED
2014 AUG 28 A 9:37
THE CITY OF CALGARY
CITY CLERK'S

Albrecht, Linda

CPC2014-107B
ATTACHMENT 4
LETTER 12

From: Jogia Rajeev [Rajeev.Jogia@interpipeline.com]
Sent: Thursday, August 28, 2014 9:23 AM
To: Albrecht, Linda
Subject: September 8, 2014 Public Hearing Agenda

Dear Mayor and Council,

I am in support of the propose rezoning.

As a resident of Valley Ridge, it would be a huge benefit to have this development. At the moment there are no amenities close to us. This development would mean less driving for us. It gives us convenient options that exist for many other communities in the city.

Sincerely,

Rajeev Jogia
201 Valley Pointe Way NW
Calgary, AB
T3B6B3

RECEIVED
2014 AUG 28 A 9:31
THE CITY OF CALGARY
CITY CLERK'S

RECEIVED

2014 AUG 28 A 7:57

THE CITY OF CALGARY
CITY CLERK'S

Michael A.J. Shymka, C.A.

24 Varbow Place N.W.
Calgary, AB T3A 0B6

August 27, 2014

By Email

Office of the City Clerk
City of Calgary
700 Macleod Trail S.E.
PO Box 2100, Postal Station M
Calgary, Alberta T2P 2M5

Dear Mayor and Council:

RE: September 8, 2014 Public Hearing Agenda Items 21 and 22, Bylaws 101D2014 and 102D2014

I write to explicitly express my support for Council's approval of Shape Properties Calgary West Development on September 8, 2014 (as noted).

City Council voted in favor of "Plan It" in 2009 casting our community in a new direction. The seven goals of the MDP provide the keys for city growth, which now must be embraced and honored by our elected officials. The Shape proposal envelops all of Plan It, is a model for all future developments, and should be given your utmost consideration.

Shape's plan adheres to Plan It "goals of growth" as follows:

Shape has condensed the building envelope by using multiple layers, with parking constituting the lower shell, and a high street up above with mix use buildings rising multiple stories. The contextual integration will revolve around retail, residential and future office in a spectacular mixed use site. This conforms to the goal of building more compact form by making much better use of the land and green spaces as park. Rather than a traditional big box footprint of say 60 acres, this plan utilizes half of that space by stacking.

The Shape plan will create a more vibrant community along the TransCanada highway and Stoney Trail corridor, two massive auto orientated transportation nodes. The Shape project will provide a shelter for the Valley Ridge and Crestmont communities from the future 8 lanes of highway that will run parallel to these City neighbourhoods. Given use of the future bike and walking trails planned, Crestmont and Valley Ridges walk score will be lowered significantly as residents' transition from having to drive 10 to 15 kilometres each week for groceries or even a coffee to having a world class development in their back yard.

The Shape plan, given its condensed format, provides for a wonderful transition off the TransCanada and Stoney Trail highways, by allowing massing around the transportation node in

closest proximity to the TransCanada. It is the door into the Communities. Shapes footprint will also not overwhelm the land and community as the scale is stacked, but services a high traffic transportation corridor. Additionally, the Shape site practically has a fence around it. Crestmont has no visual exposure to the site given the hill to the east and Valley Ridge slopes down on a declining gradient ensuring the exposure to the build site is minimal and the exposure to the Paskapoo slopes is retained into perpetuity as park.

The Shape plan will significantly reduce the carbon footprint of the Valley Ridge and Crestmont communities by at least 4,000,000 kilometres per year, as the average resident makes 2.4 trips to the grocery store each week, multiplied by the more than 2,000 dwellings these Communities contain traveling at least 10 to 15 kilometres per trip each way for basic goods. Compounding this in the future will be the connectivity of the developments that will be accessible once the Stoney Trail pushes south up the hill from the Highway. This TransCanada corridor is also seriously lacking in amenities and services all the way up from Bowness and Parkdale right through to the City limits. As the Old Banff Coach Road bridge will not be repositioned in the future, the Calgary West commercial area is the most natural location for a massing of retail.

By providing much needed amenities, Valley Ridge and Crestmont, will join the likes of Arbour Lake as the best communities to live. New walking and biking paths will let people escape from their automobiles and allow them to walk to the local coffee place, or stroll to and from a restaurant at night rather than being a prisoner to their vehicle. New residential options for the Community will allow for seniors and young families to purchase condominiums and work in local offices rather than the current single housing model of the existing Communities. A more vibrant and diverse local economy will transform this empty space. The Shape site will also dedicate the hillside as a park. Previous plans would have developed the hill as they were designed around old planning models (i.e. Dundee Plan). But given Shapes condensed form, the architecture will incorporate both the buildings with the natural environment allowing Calgarians to enjoy both at the same time.

The Shape design is also an excellent example of the creation of a gateway project that will introduce visitors from the west travelling into Calgary and from the Airport down Stoney Trail out to Banff of what makes Calgary the economic engine of the West. Furthermore, as an example of superior design, the Shape plan was used as a model for commercial development for other developers to follow during a meeting on the East Hills Trinity site a few years ago. I attended that meeting.

The City of Calgary must also be cognizant of allowing a greater density of retail within the City limits as opposed to in the Municipalities. Rencor is developing a commercial site in Springbank (i.e. Brigham Crossing), which will be in direct competition to Calgary sites. Accordingly, the City will continue to lose tax base if it allows the Municipalities to steal customers. A great example of this happening is Crossiron Mills being build and operational whilst Stonegate (in the City) remains mostly greenfield.

Finally, Shapes land has had a fence around it for far too long. This land used to be farmed by the Wilson family many decades ago, but as time progressed the farming and horses moved out to more rural places. Once the City annexed the land, it was anticipated the site would be transformed into an appropriate use. But still to no avail. Home builders in both Valley Ridge and Crestmont promised purchasers that eventually a commercial site would be developed. Yet to this day, nothing!

Most importantly, however, this site is probably the most spectacular undeveloped land in the City of Calgary. The views of the Rocky Mountains and City core are breathtaking! The slopes are equally as beautiful. Unfortunately, no one can use this space! So it remains fenced off. Closed!

You can change this on September 8, 2014 by allowing Plan It to happen! The new wave of densified mixed use commercial development in Calgary! Thus, Council open up this awesome place so all Calgarians can enjoy the special spaces - for a coffee or a meal, a residence, or an office. Take the fences down so people can live and play here, feel the soft breeze off the mountains and enjoy the panoramic views by hiking or on a bike! In a part of Calgary that is truly world class! If you don't believe me, go stand on the land and see what I mean!

Yours truly,

Michael Shymka, C.A.

Albrecht, Linda

CPC2014-107B
ATTACHMENT 4
LETTER 14

From: Darwin Smolinski [director2@crestmontcommunity.org]
Sent: Thursday, August 28, 2014 6:51 AM
To: Albrecht, Linda
Cc: dev_committee@crestmontcommunity.org; bod@crestmontcommunity.org
Subject: September 8/2014 Public Hearing of Calgary City Council
Attachments: City Council Package Sept 8.pdf

Hello,

Please accept this communication package (attached) that is in reference to The Revised Calgary West Area Structure Plan - Bylaw 29P2014.

This package will also be applicable to Bylaw 101D2014 and Bylaw 102D2014 that will be heard on the same date.

Please confirm by email that this has been received.

Thank you
Darwin Smolinski

RECEIVED
2014 AUG 28 A 8:05
THE CITY OF CALGARY
CITY CLERK'S

Revised Calgary West Area Structure Plan

Residential Special Density Area

Non-Compliance to the City of Calgary Fire Department Access Standard

The City of Calgary

Notice of Public Hearing of Calgary City Council Planning Matters

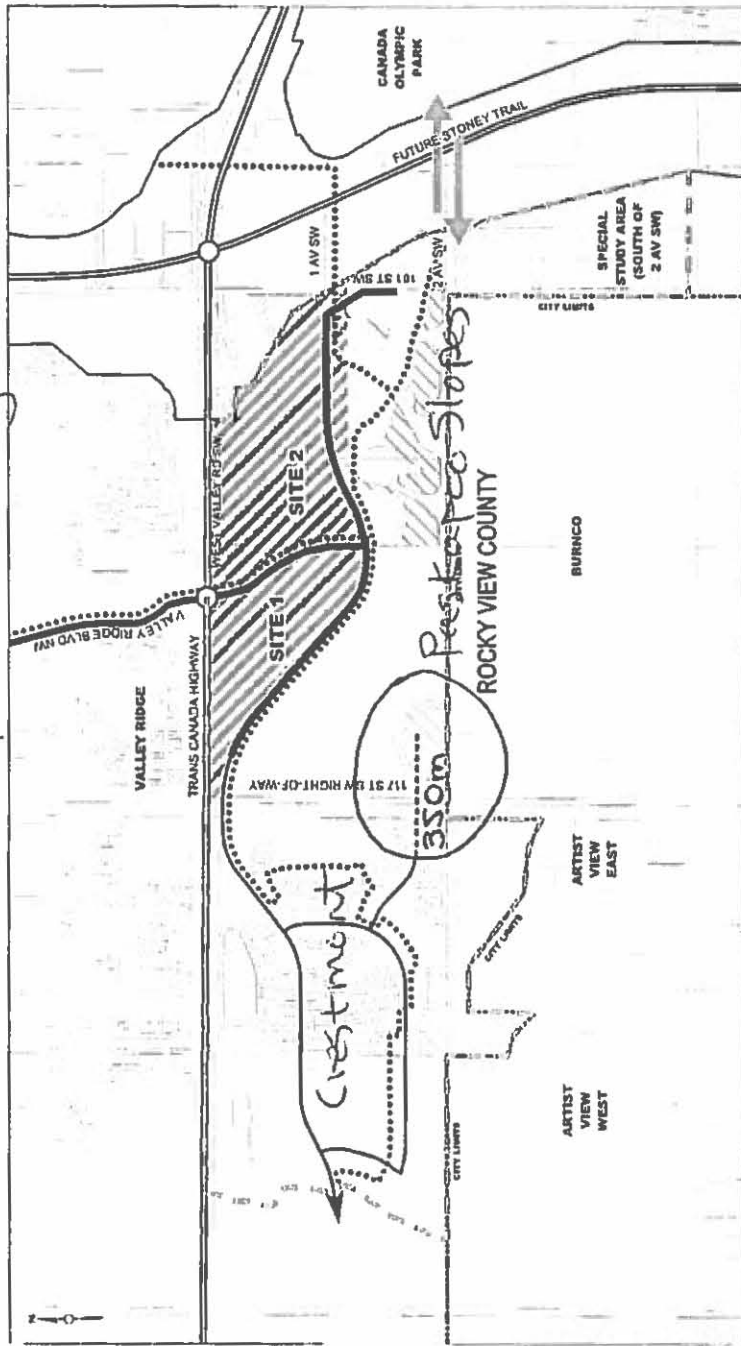
September 8, 2014

**Bylaw 29P2014: To Adopt a Revised Calgary West Area Structure Plan and
Repeal the Existing Calgary West Area Structure Plan**

Bylaw 101D2014: Residual Ward 1 Calgary West

Bylaw 102D2014: Residual Ward 1 Calgary West

Residential Special Density Area



Map 3
Land Use and
Transportation Plan



Key Facts:

- Proposed Access Exceeds 350m.
- Single Access Road; No Secondary Access
- Significant Grades Approaching or Exceeding 8% in Areas
- Private Road Designation

The City of Calgary Development Pod is completely surrounded by grassland/woodland.

- Access Does Not Comply to the City of Calgary Fire Department Access Standard

This map is prepared only for informational purposes and does not constitute a legal document.

Revised Calgary West Area Structure Plan

Residential Special Density Area

Non-Compliance to the City of Calgary Fire Department Access Standard

The City of Calgary

Notice of Public Hearing of Calgary City Council Planning Matters

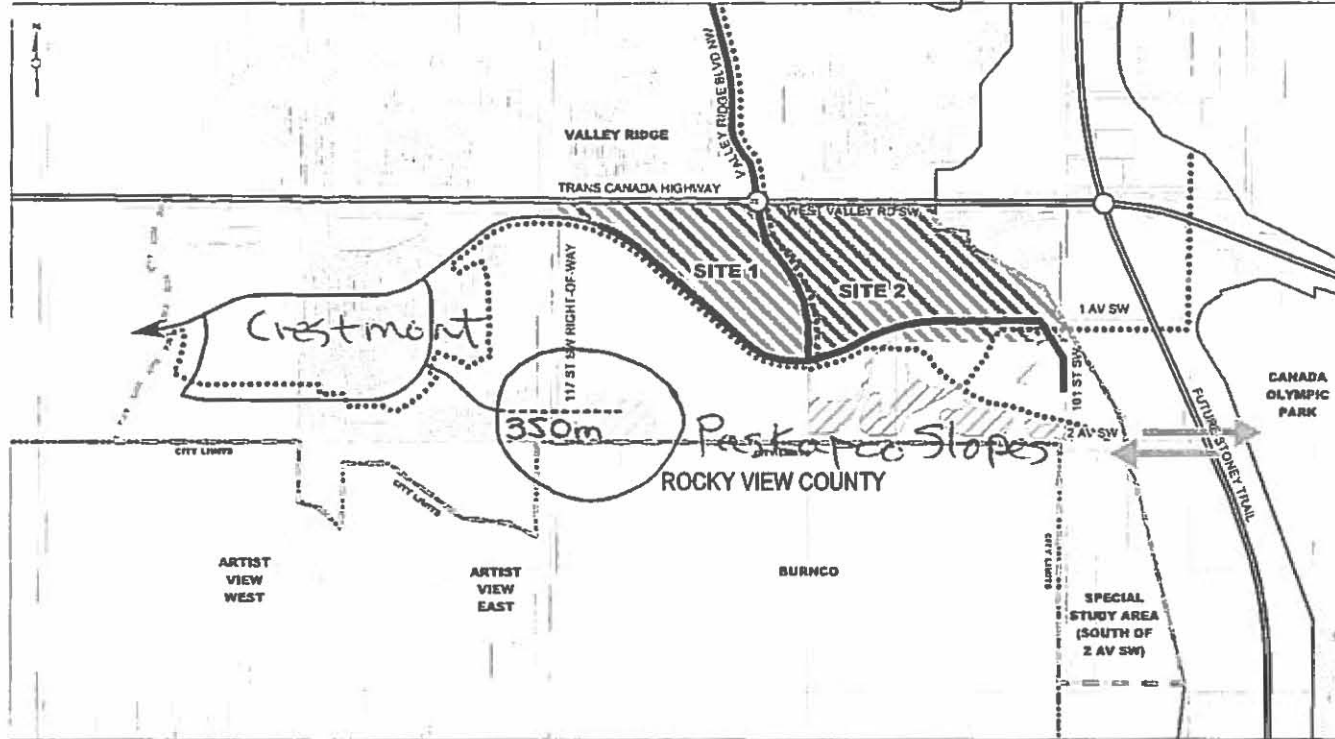
September 8, 2014

**Bylaw 29P2014: To Adopt a Revised Calgary West Area Structure Plan and
Repeal the Existing Calgary West Area Structure Plan**

Bylaw 101D2014: Residual Ward 1 Calgary West

Bylaw 102D2014: Residual Ward 1 Calgary West

Residential Special Density Area



Map 3

Land Use and
Transportation Plan

City Limits	Community Core Area	Freeway/Expressway	Interchange
Transportation/Utility Corridor	Open Space	Arterial Street	Potential Transit Connection
Plan Area Boundary	Storm Pond	Primary Collector/Collector	Potential Road Connection
Neighbourhood Areas	Policy Review	Private Access Road	
Residential Special Density Area	Special Study Area (South of 2 Av SW)	Regional Pathway	

- Key Facts:
- Proposed Access Exceeds 350m.
 - Single Access Road; No Secondary Access
 - Significant Grades Approaching or Exceeding 3% in Areas
 - Private Road Designation

- Development Pod Completely Surrounded by Grassland/Woodland
- Access Does Not Comply to the City of Calgary Fire Department Access Standard

THE CITY OF CALGARY FIRE DEPARTMENT
FIRE PREVENTION BUREAU

Fire Department Access Standard

calgary.ca/fire | call 3-1-1



THE CITY OF
CALGARY
FIRE

SECTION THREE

ACCESS

REMOVAL/ALTERATIONS TO EMERGENCY ACCESS ROUTES

Emergency access routes shall not be altered, modified, removed or placed out of service without written request to and written approval by the Fire Marshal.

SECOND PUBLIC ACCESS

A second public access is required when the distance from the centre line of the primary access street to the closest point of the access route at a building's principal entrance exceeds 200 m and/or the total number of households exceeds 100 (NFPA 1141).

It shall be designed to a City of Calgary standard, a minimum 9 m wide.

The second public access is to be installed in the early stages of the development or in conjunction with the primary access.

The second public access provides an additional route into and out of building sites, complexes, developments, communities or subdivisions. These streets are to remain accessible to all, be maintained and remain unobstructed.

These streets shall be provided by the owner or developer for every building or portion hereafter constructed or moved into, full or partial, within the jurisdictional boundaries of The City of Calgary. This would apply to public and private roads.

The second public access is to be installed as remote from the primary access as possible or practical.

It shall be connected to a thoroughfare.

See Second public access (Fig. A)



SECTION THREE

ACCESS

DEAD-END ACCESS ROUTE REQUIREMENTS

Dead-end access routes in excess of 90 m shall be provided with the required turnaround as per ABC article 3.2.5.6. (Fig. A)

SPLIT-ENTRY ACCESS

A split-entry access (primary access divided by an island or boulevard feature creating an entrance and exit at the primary access location) will not be deemed to be the primary access on one side and an emergency access route or second public access on the other side. An incident at this location would render the access inoperable either for additional emergency vehicle access or for occupants exiting the site. (Fig. B)

ACCESS THROUGH P-LOOP, PLACE OR CLOSE

Access to a building by a street with a single access (such as the stem of a P-loop) shall be considered a single point of entry *even if there is more than one entry point into the building site within the loop of the P-loop*. Measurements to the principal entrance of each building will be taken from this single access start/choke point. (Fig. C)

EMERGENCY USE ZONE/LAY BY

Should an emergency use zone/ lay by be required or provided, it shall be designed and installed as per figure D.

ROUNDABOUT

Should a roundabout be planned, it shall meet the minimum dimensions as per figure E.



SECTION FIVE

STREET DESIGN PARAMETERS

ACCEPTABLE ROUTE/STREET SURFACE FINISH

The street/route shall be designed to support 38,556 kg (85,000 lbs.) and be finished with concrete, heavy duty asphalt or other hard-surface approved material designed to permit accessibility. It shall be maintained under all weather conditions. Turfstone, Structural Grass or similar products are not acceptable finishes for an emergency access route surface.

GRADES

Access routes shall have a grade of not more than 8 per cent. This is the maximum grade at which Calgary Fire Department aerial units can position and function.

CONNECTIONS

All access routes, whether emergency or secondary, shall be connected to a public thoroughfare and not to a lane, alley or pedestrian pathway unless approved by the Fire Marshal.

ENTRANCE POINTS TO EMERGENCY ACCESS ROUTES

Street entrances to emergency access routes shall provide the required curb structure or transition to allow Calgary Fire Department apparatus adequate space to turn from the adjoining thoroughfares. The transition from a thoroughfare to the emergency access route shall not be in excess of an eight-per cent grade to prevent bottoming out of the fire apparatus bumpers or undercarriage.

STREETS

All streets are to be nine metres (9 m) or more in width as described in this standard (ABC 2006 – definition of a street). Street means any highway, road, boulevard, square or other improved thoroughfare 9 m or more in width that has been dedicated or deeded for public use and is accessible to fire department vehicles and equipment.

SECTION FIVE

STREET DESIGN PARAMETERS

PARKING RESTRICTIONS ON ACCESS ROUTES

6.0 M WIDE: No parking of any kind. No-parking signs shall be posted on both sides of the access route. *(Fig. G)*

7.5 M WIDE: Parking will be permitted on one side of the access route. No-parking signs posted on one side of the access route. *(Fig. H)*

9.0 M WIDE OR GREATER: Parking shall be permitted on both sides of the access route. *(Fig. I)*

ONE-WAY ACCESS ROUTE: One-way access routes are to be a minimum of 6 m wide with no parking. No-parking signs shall be posted on both sides of the access route. *(Fig. G)*

DRIVING SURFACE MEASUREMENT: The acceptable driving surface of an access route or street is the asphalt area measured between the concrete curb and gutter on each side of the route/street. The .25 m of the curb and gutter on each side of the access route are not to be included in the access route/street's required dimensions. *(Figs. G, H, I)*

VARIANCES

Any variance from this standard will require written application to the Fire Marshal for review and approval. Any request could require a field test with Calgary Fire Department apparatus to demonstrate that the alternate design meets the requirements of the Calgary Fire Department. Upon approval, the application will be signed and accepted by the Fire Marshal. Any variance will be *site specific to that particular application and is not to be viewed as an industry standard or as precedent setting.* It is to be noted a fee structure will be applied to any request for a field test of a proposal involving the Calgary Fire Department and is payable by the applicant prior to the field test.



CRESTMONT
COMMUNITY
ASSOCIATION

RECEIVED

City of Calgary Fire Department
4124 – 11 Street S.E.
Calgary, AB
T2G 3H2

2014 AUG 28 A 8: 07

THE CITY OF CALGARY
CITY CLERK'S

**Re: Revised Calgary West Area Structure Plan;
Non-Conformance to City of Calgary Fire Department Access Standard
Delivered via Email**

August 25, 2014

ATTENTION: Mr. Tyler Pelke, Assistant Deputy Chief Calgary Fire Department
Mr. Brad Lorne, Executive Officer Calgary Fire Department

Gentlemen,

The Crestmont Community Association (CCA) has been in discussions with both of you over the past two weeks with respect to the current version of the Revised Calgary West Area Structure Plan (ASP). The ASP is going to a public hearing of Calgary City Council on September 8, and any written feedback needs to be provided to the city clerk by the morning of August 28, 2014. To that end, our comments will be finalized the evening of August 27, 2014. Given the condensed timeline, we politely request your feedback and answers no later than 10:00 am on August 27, 2014. It is unfortunate that the city has fast-tracked the approval of this project in the middle of summer.

The CCA has concerns that while the ASP is about to go to a public hearing of the City Council, certain aspects of the project do not meet the City of Calgary Fire Department Access Standard, nor the City of Calgary Design Guidelines for Subdivision Servicing. We are told by City Planning that "based on the proposed design they (the fire department) are accepting the proposed development due to the very low risk of not being able to get to an emergency". However, the CCA is very concerned that several key City of Calgary Standards are not being complied with to reach this conclusion. We are requesting details on how the risk to person and property has been assessed and mitigated to an acceptable level such that City Planning and the Fire Department are recommending to not comply with the Fire Department Access Standard.

A "Residential Special Density Area" is identified for approval within the ASP. Key details regarding this area are as follows:

- The development area is planned for 7-executive sized lots along the top of the Paskapoo Slopes immediately southeast of the present community boundary of Crestmont.
- A new access road proposed to this area exceeds 350 meters.
- No secondary or emergency access road is proposed or recommended.
- The area is designated to be accessed with a "private road". No details around the private road



designation are provided within the ASP document.

- Grades within the access road area are significant – no data has been provided but it has been estimated that grades could exceed 8% in some areas.
- The area is considered environmentally sensitive and is completely surrounded and blocked-off by grassland and wooded areas. The CCA has learned that a significant grassfire occurred in an offsetting area last year and we have been actively searching for details behind response times for this incident.

The CCA is concerned about the increase in likelihood for a grassfire in this area once development has occurred and the challenges to access this area to fight a grassfire. Grades are excess, the roads around the area are prone to ice in the spring, there is no secondary access road to get to the area, and the planned "private" road has no scope to ensure the developer will maintain it to an acceptable level. We are concerned that with limited or no access, a fire could spread westward and affect houses adjacent to the main Crestmont subdivision or eastward towards the main Paskapoo Slopes area.

Safety is of paramount concern to the residents of Crestmont.

To complete our assessment and our response to City Council, the CCA formally requests detailed information regarding the following:

1. As per the City of Calgary Fire Department Access Standards, a second public access 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 access exceeds 200 m. It shall be connected to a throughfare. According to our interpretation, the new proposed access road into this area is approximately 350 meters. Therefore, this development requires a second public access road, and this access shall be connected to a throughfare. According to the Standard, an emergency access is insufficient – a second public access is a requirement. **Please provide details on how the risk to person and property has been assessed and mitigated to an acceptable level such that the Fire Department is recommending to not comply with the Standard. According to the Standard, a second public access is required. No mitigating measures are present within the ASP documentation.**
2. The CCA has been advised by City Planning that the boulevard section of the main entrance of Crestmont Way, could be used as a makeshift solution for an emergency access. City Planning indicates "I have confirmed with Fire that the access would be considered an overlong cul-de-sac. However, Fire approves of the access scenario in this case as long as the road remains divided." The CCA disagrees. As per the City of Calgary Fire Department Access Standard, a split-entry access (primary access divided by a boulevard feature creating an entrance and exit at the primary access location) will not be deemed to be the primary access on one side and an emergency access route or second public access on the other side. An incident at this location would render the access inoperable either for additional emergency vehicle access or for



occupants exiting. Please provide details on how the risk to person and property has been assessed and mitigated to an acceptable level such that the Fire Department is recommending to not comply with the Standard. According to the Standard, a proposed boulevard cannot be used as an emergency exit and most certainly cannot be used as the second public access. No mitigating measures are present within the ASP documentation.

3. As per the City of Calgary Fire Department Access Standard, access routes shall have a grade of not more than 8%. This is the maximum grade at which Calgary Fire Department aerial units can position and function. Please confirm this has been accounted for in the final approval by the fire department. We have little data, but it appears that the grade of this road could approach or potentially exceed 8% in portions. **Please provide further information surrounding the detailed grade information that was used to approve the access this development and any associated risk mitigation measures. No mention of grade, nor the risk it poses is available in any of the documentation received to date from the city.**
4. As per the City of Calgary Fire Department Access Standard, a private road designation by a developer shall not be used to bypass safety needs and emergency access requirements. The CCA continues to struggle to understand why the city is pushing for a private road designation to access the Residential Special Density Area. **Please provide details on how the risks to fight a fire that requires access from a steep access road that will not be maintained by the city (ie: private road) have been assessed and mitigated to an acceptable level.**
5. As per the staff of the Valley Ridge Fire Station 35 of the Calgary Fire Department, they responded to a grass-fire incident in the Paskapoo Slopes last year bordering the MD of Rockyview. The CCA has done its best to get details regarding this incident. The request for information is logged in -311 as #14-00443952 on August 11, 2014. The status of this file as of August 23 is listed as "Closed"; however, the CCA has never requested that the incident file request be closed. The staff of Valley Ridge Detachment 35 can be contacted for detailed verbal information regarding this incident, however, it is our understanding they do not keep physical files of historical incidents at the detachment. **The CCA requests measures to track-down this incident continue in earnest and the available report of the incident be made available to us that specifically outlines actual response time(s).** If the incident cannot be found, it is urged that staff from the Valley Ridge Detachment be physically contacted for more information, as the CCA has done. The staff at Valley Ridge Detachment 35 were most helpful and cooperative with their historical accounts and memories of the incident.
6. As per the City of Calgary Fire Department Access Standard, any variance from this Standard will require written application to the Fire Marshal for review and approval. To that end, the CCA **requests confirmation that the Fire Marshal has approved the non-compliance to the Fire Department Access Standard, and that the associated risks to person and property have been properly assessed and measures have been recommended to reduce the risks to an acceptable level for the "Residential Special Density Area" within the Calgary West Revised ASP. The CCA**



CRESTMONT
COMMUNITY
ASSOCIATION

requests details of this Risk Assessment and the recommended go-forward action plans.

The written intent of the Fire Department Access Standard is to provide **clear direction with regard to emergency access requirements into the subdivision and development process** in the early stages of design, prior to the building and permit review and it applies to all developments within Calgary. At the ASP stage, the CCA believes the Standard should be adhered to, and not loosely pushed-off onto the development permit stage, which has already started. On August 22 we learned a Grading and Stripping Development Permit for the site (DP2014-3715) by Shape Properties is presently in circulation for comments from both the CCA and the Valley Ridge Community Association. The deadline for comments has been set at September 8, coincidental with the public hearing date for the ASP. We only have a matter of days to respond before the ASP goes to Council and actual development approvals begin. On behalf of the community, we request that you respond to our above concerns regarding this proposed development. The Crestmont Community Association strives to be the collective voice for the Community. Please help us to ensure the continued safety of our community by responding to our above concerns.

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
Shawn Small; Senior Planner, Land Use Planning & Policy
Ken Uzeloc, City of Calgary Fire Chief