

**POLICY AMENDMENT  
RESIDUAL WARD 1 - CALGARY WEST  
CALGARY WEST AREA STRUCTURE PLAN  
SOUTH OF THE TRANS CANADA HIGHWAY & WEST OF  
STONEY TRAIL SW  
BYLAW 29P2014**

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**EXECUTIVE SUMMARY**

The original Calgary West Area Structure Plan (ASP) was adopted by City Council in 1997. Since that time, only the western quarter section of the ASP has been developed into the existing Crestmont Community. In response to several development applications in the area, a comprehensive review of the original ASP was undertaken in recognition that the original document has become outdated in content and format.

The review process commenced at the end of 2011 and involved the area community associations; meetings with landowners and the public; and transportation, geotechnical, environmental, market and land use studies.

As an alternative to creating a long list of amendments to the original ASP in its existing format, this Revised Calgary West Area Structure Plan (the "Plan") will provide the conceptual framework to guide more detailed planning for future development.

**PREVIOUS COUNCIL DIRECTION**

No Council direction has been given.

**ADMINISTRATION RECOMMENDATION(S)**

2014 July 31

That Calgary Planning Commission recommend **APPROVAL** of the proposed new policy document and **REPEAL** of the existing policy document.

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

That Council hold a Public Hearing on Bylaw 29P2014; and

1. **ADOPT** the proposed Revised Calgary West Area Structure Plan, in accordance with Administration's recommendation, as amended; and  
**REPEAL** the Calgary West Area Structure Plan, Bylaw 1P97; and
2. Give three readings to the proposed Bylaw.

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**REASON(S) FOR RECOMMENDATION:**

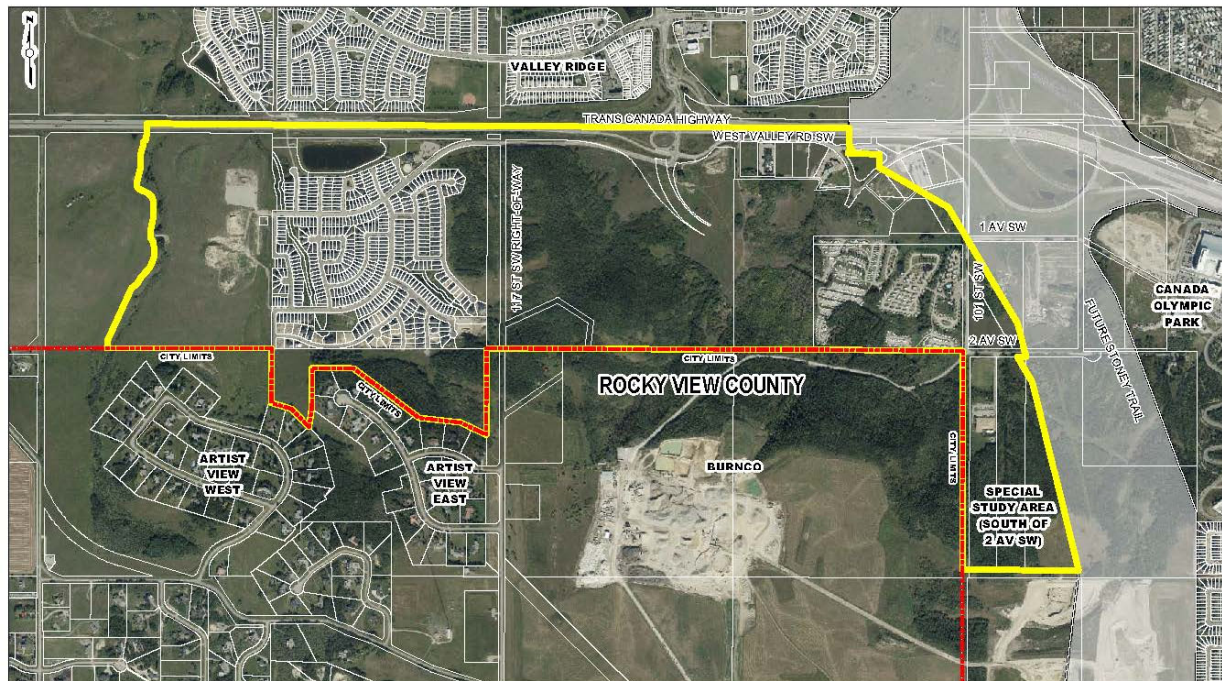
Administration recommends repealing the Calgary West Area Structure Plan (ASP), and adopting the Revised Calgary West ASP due to the overhaul of the existing document in format and content. The proposed Revised Calgary West ASP aligns more closely with the Municipal Development Plan (MDP) and was revised into a format with more graphics to help provide for more illustrative examples of the policies. The changes to the proposed new document are necessary to facilitate development applications received in the area.

**ATTACHMENTS**

1. Proposed Bylaw 29P2014
2. Proposed Revised Calgary West ASP Document  
(Schedule A of Bylaw 29P2014)

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**LOCATION MAPS**



Map 2

Aerial Photo

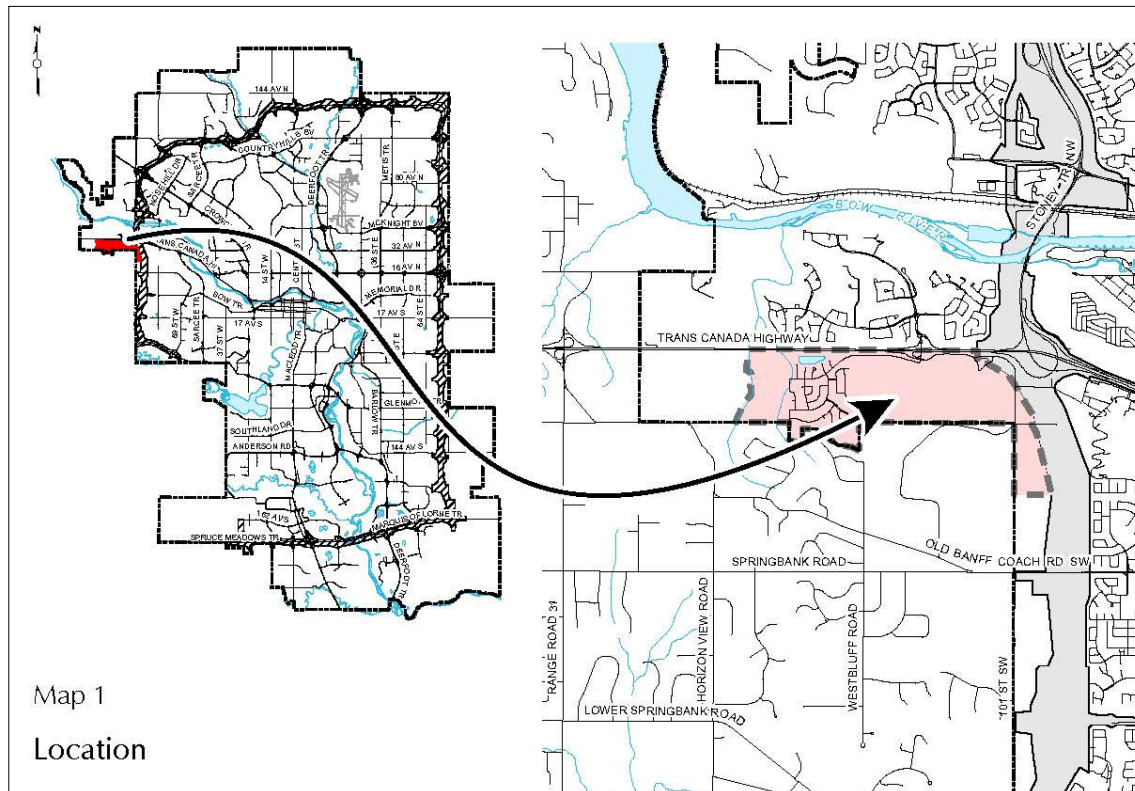


This map is conceptual only. No measurements of distances or areas should be taken from this map.

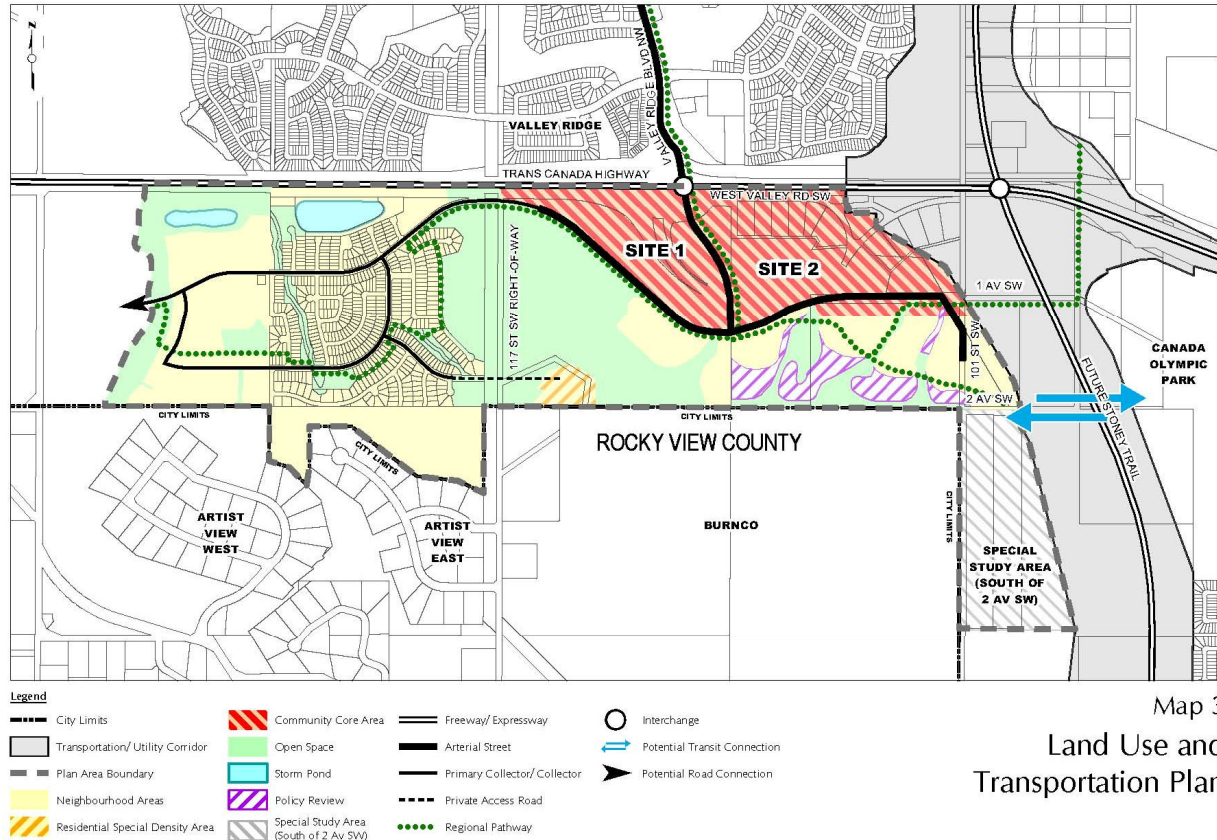
Approved  
Amended:

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Map 3  
Land Use and  
Transportation Plan

0 200 400 600  
Metres

This map is conceptual only. No measurements of distances or areas should be taken from this map.

Approved:  
Amended:



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council:

1. **ADOPT**, by bylaw, the proposed Revised Calgary West Area Structure Plan (APPENDIX I); and

**REPEAL** the Calgary West Area Structure Plan, Bylaw 1P97.

**Moved by: R. Wright**

**Carried: 5 – 0**

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

2014 July 31

**MOTION:**

The Calgary Planning Commission refused correspondence from:

- Crestmont Community Association dated 2014, July 23; and
- Valley Ridge Community Association dated 2014 July 24 as distributed.

**Moved by: R. Wright**

**Carried: 4 - 3**

Absent: J. Sturgess and  
R. Honsberger

Opposed: J. Gondek,  
G.-C. Carra and  
M. Wade

**AMENDMENT:**

In the proposed "Revised West Calgary Area Structure Plan" Section 4.0 "Glossary", Subsection 4.1 "General Definitions", definition "Gross Developable Acre / Hectare (GDac/GDHa)" after "and deducting non-developable lands" insert "such as, but not limited to storm ponds"

**Moved by: J. Gondek**

**Carried: 5 – 0**

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

**AMENDMENT:**

Amend the area designated as Special Density Residential to an Area under Policy Review Area with a focus on higher density in conjunction with Administration's review of the adjacent lands.

**Moved by: J. Gondek**

**LOST: 2 – 3**

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

Opposed: R. Wright,  
M. Thompson and  
G.-C. Carra

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Planning Evaluation Content	Issue	Page
<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	
<b>Legislation and Policy</b> <i>Does the recommendation create <b>capital budget</b> impacts or concerns.</i>	No	
<b>Transportation Networks</b> <i>Do different or specific <b>mobility considerations</b> impact this site</i>	Yes	7
<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. sour gas or contaminated sites</i>	No	8
<b>Growth Management</b> <i>Does this site have the appropriate <b>growth management</b> direction.</i>	Yes	8
<b>Public Engagement</b> <i>Were <b>major comments</b> received from the circulation</i>	Yes	8

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**PLANNING EVALUATION**

**SITE CONTEXT**

The original Calgary West ASP was adopted in 1997. Since that time, only the western quarter section of the ASP has been developed into the existing Crestmont community. The land consists of primarily sloped lands forming part of the Paskapoo Slopes area. The City received three development proposals that each required an amendment to the Calgary West ASP. As part of the review process for the three applications, The City studied the Trans Canada corridor from Sarcee Trail SW westerly to The City limits to identify and evaluate development issues relevant to the three proposals.

The proposed Revised Calgary West ASP area includes 278 hectares (687 acres) of land and has increased in size due to the inclusion of additional lands on the west side of Crestmont.

**LEGISLATION & POLICY**

The proposed policy document is included in APPENDIX I. This area of The City is included within two statutory planning documents besides the original ASP. These two statutory plans include:

**1. Municipal Development Plan**

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

**2. 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 proposed ASP was reviewed giving consideration to the adjacent development, and its character, within Rocky View County.



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**PROPOSED ASP UPDATES**

<b>Proposed Changes</b>	<b>Reason(s)</b>	<b>ASP Section</b>
Expand the area of the Calgary West plan to include additional lands west of Crestmont.	The land can be serviced by extending the services from Crestmont.	Maps 2 and 3
Update the plan's policies related to density to be consistent with The City's Municipal Development Plan (8 units per acre for residential areas and 60 jobs and people per hectare), while recognizing development should be sensitive to existing built forms of lower density in the neighbouring community of Crestmont.	The current density of Crestmont is approximately 5 units per acre. Taking into the surrounding context, a context specific density policy has been added to the ASP.	Sections 2.3c and 2.3.1
Update the policy review area within the Paskapoo Slopes to delineate the developable areas and open space.	Through the review of the Shape Properties Outline Plan and Land Use Amendment application, the developable land has been delineated.	Map 3
Update the land use policies to reflect the mixed use development proposals Sites 1 and 2 on Map 3.	Providing a mix of uses provides for a more complete development and community.	Map3 and Section 2.4

**TRANSPORTATION NETWORKS**

Access to the ASP area is currently limited by one access point via the Trans Canada Highway and Valley Ridge Boulevard interchange. To service the ultimate build out of the ASP area, a new interchange is required to replace the existing Trans Canada Highway and Valley Ridge Boulevard SW interchange at the same location. This interchange is the responsibility of the Province of Alberta and will be built with the West Ring Road project.

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

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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.

**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.

**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**

The proposed policy document provides for a mix of uses that will allow opportunities for people to live, work and recreate in one location.

**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**

**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.

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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).

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).

**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 III. Some items remain as outstanding concerns by the two community associations. Comments from Crestmont and Valley Ridge are included in APPENDIX II.

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 SW 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. The historical significance of the area should be preserved.

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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 Rocky View County 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.
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 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 landuse 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 an 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.

**Land Owner Comments**

Comments were also received from some of the large land owners in the area. Those comments are listed below:

1. That the access to the Burnco pit from West Valley Road be maintained.
2. The proposed density policies regarding the residential lands, are too high and does not acknowledge the existing context.
3. The proposed minimum intensity for Site 2 of the Commercial Core Area should be lowered to 100 population and jobs per hectare due to the infrastructure constraints.

Outlined below are the reason's the proposed policy document does not incorporate the above comments:

1. West Valley Road and the portion of 101 Street SW north of 2 Avenue SW are not designated a truck route. Once development is completed in the proposed policy area, the area would not be appropriate as a regular heavy truck route. A permanent connection for all traffic is not proposed due to the limited capacity of the interchange infrastructure.
2. The proposed density policies align with the MDP and a context specific policy is included regarding density that Administration deems appropriate.



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3. The proposed intensity for the Commercial Core Area is 125 population and jobs per hectare. Due to the significant retail development proposed, the area would resemble a development similar to a Community Activity Centre. The proposed intensity is in between a Neighbourhood Activity Centre and Community Activity Centre level of intensity. The proposed mixed use area is to represent a higher intensity, pedestrian friendly core. Administration recommends the higher intensity to support the higher retail development proposed.

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**APPENDIX I**

**PROPOSED REVISED CALGARY WEST AREA STRUCTURE PLAN**

<http://www.calgary.ca/PDA/pd/Documents/Publications/calgary-west-asp-proposed.pdf>

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**APPENDIX II**

**LETTERS**

May 5, 2014

Shawn Small,  
Senior Planner  
New Community Planning & Subdivision Services  
Land Use Planning & Policy  
City of Calgary  
P.O. Box 2100, Str. 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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*Revised Calgary West ASP & Draft DC Bylaw: Comments from the Valley Ridge C.A.  
May 5, 2014*

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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

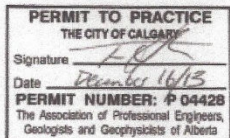
I, Tom Hopkins, P.Eng., authenticate the submission of this document titled *Shape Calgary West Lands TIA* carried out Ward Consulting Group dated January 2014

☒ 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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**ATTACHMENT 1 (page 2)**

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 verbiage 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 III**

**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