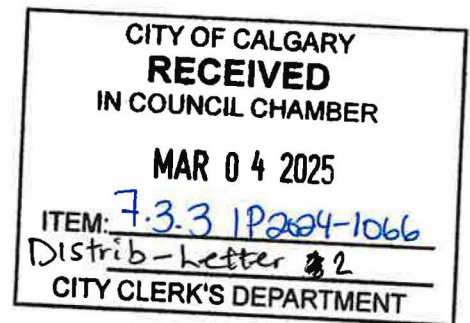


Date: March 4, 2025

To: Council

From: Varsity Community Association

Re: 7.3.3 SOUTH SHAGANAPPI LOCAL AREA PLAN



My name is Jo Anne Atkins and I'm the Civic Affairs Director for the Varsity Community Association. I have lived in Varsity for 40 years and was directly involved with the creation of the Varsity Land Use Study.

Diagram 1 – LRT Station area

I would like to focus my presentation today on the unique characteristics of the area south of the Dalhousie LRT Station. We support the designation in the SSLAP of a Comprehensive Planning Site for two properties – Varsity Estates Village and the Bow Valley Church. I would like to explain the rationale for this request. It became apparent upon further discussion following the IPC meeting on January 30 that these sites needed more thoughtful and detailed treatment in the SSLAP.

The Varsity Land Use Study was approved in 2007 after detailed collaboration between the city, residents, and developers. It was initiated by an application by Statesman to build several apartment buildings on the site of the former Crowchild Inn.

There were 5 parcels of land in the Study including Crowchild Square, Crowchild Inn, Bow Valley Church, Varsity Estates Village, and the Enmax station. The Enmax station was not a developable site but was included due to its proximity to the other sites and its connection to the access and internal roads.

The reason for the study was to examine how much density could be accommodated by the existing road infrastructure and what roadway improvements would be necessary to maximize the redevelopment potential. By doing a comprehensive study spanning these four properties, it would ensure an equitable distribution of density.

Diagram 2 – Study Purpose

1.1 Study Purpose

Recognizing the close proximity of the Dalhousie LRT Station, this Land Use Study has been prepared to ensure:

i) Future land uses provide a positive addition to the community;

ii) **The existing infrastructure including roads and amenities are adequate for any future development;**

iii) Future land uses are compatible with the surrounding land uses; and

iv) City of Calgary objectives, for example, smart growth and transit oriented development are realized in developments within the study area.

Diagram 3 – Table 5.1 Land Use Assumptions

DA Watt was hired to do the Transportation Study and they concluded that with roadway improvements including widening Varsity Estates Drive to 4 lanes with a median, signalizing and improving the T-intersection at 53 Street and Varsity Estates Drive, the maximum density that could be supported was an FAR of 2.7 for Varsity Estates Village up to an FAR of 3.2 for the Groves of Varsity site as shown in Table 5.1. This roughly translates to:

Enmax site: No redevelopment

Crowchild Square: Max. 12 storeys (rezoned in 2018)

Groves of Varsity (formerly the Crowchild Inn): 4-12 storeys – 5 buildings were constructed by Statesman - 2 X 12 storeys, 1 X 8 storeys, 1 X 6 storeys, and 1 X 4 storeys (commercial building)

Church site: Max. 12 storeys

Varsity Estates Village townhouses (recently acquired by Silvera): Max. 3 storeys

Diagram 4 – Table 7.2 Land Use Summary

DA Watt concluded that “traffic generated by redevelopment to its maximum potential can be supported by the surrounding road network *with improvements*. As select intersection movements are at capacity, no additional land use over and above the maximum FAR can be supported by the surrounding road network.”

It's important to note that even now traffic on 53 Street is very backed up during rush hour and school drop off and pick up times making it difficult to enter and exit the community. If there is an accident on Shaganappi Trail or Crowchild Trail, traffic on 53 Street comes to a standstill.

As you can see by the Building Scale map, the SSLAP identifies the church site as High, up to 26 storeys. While the height is not a problem in terms of overshadowing, the density clearly cannot be supported by the road infrastructure even after major improvements. The Varsity Estates Village site was originally shown as Mid, up to 12 storeys, but this was reduced at IPC to Low, up to 6 storeys, in order to prevent overshadowing the adjacent Varsity Ravine Park and regional pathway which connects with the pedestrian overpass to the LRT station. The massing of a 12 storey building abutting the park would create an inhospitable environment in the park and increase icing on a heavily used pathway with a significant slope.

This increase in density from what was identified in the Varsity Land Use Study clearly cannot be supported by road infrastructure. Note that a significant increase in density is proposed for several other sites extending into the low density residential neighbourhood which will increase pressure on the roadway system.

The Varsity Land Use Study also addresses the importance of a transition to the low density residential areas.

Future Land Use Concept

The height and density of development recommended for the study area steps down from the northern boundary of the area towards the existing community (Plan 3). Building heights are greatest closest to the Dalhousie LRT station in order to allow for the desired intensity of development while minimizing the impact on the surrounding community. The highest densities have also been located closest to the LRT Station as this is the location with the best access to transit. This stepping down of development allows a transition to the lower density development which is compatible and in character with the existing community.

The following policies from the Varsity Land Use Study should be incorporated into the details for a Comprehensive Planning Site.

Policy 25 - Planning applications shall be required to include a Traffic Impact Assessment containing sufficient information to enable the Approving Authority to assess the likely impact on the highway network including the volume of vehicle movements per day (VPD) on 53rd Street south of Varsity Estates Drive to 40 Avenue NW. The traffic assessment should take into account the potential build out of other sites within the study area.

Policy 26 - Planning applications should not be approved where, in the opinion of the Approving Authority, proposals are likely to generate vehicle movements which cannot be satisfactorily accommodated by the road network.

Policy 27 - Appropriate traffic control measures should be undertaken within the study area to ensure that environmental capacity guidelines along 53rd Street South of Varsity Estates Drive to 40th Avenue are adhered to.

Diagram 1 – LRT Station Area

One of the problems with the SSLAP is that it only considers half of the TOD area. This is an unbalanced view of the density that is possible around the Dalhousie LRT station. You will see that there is a much larger amount of developable land north of Crowchild Trail in Dalhousie. Further, this area is served by a right-in/right-out access off Crowchild Trail as well as major 4 lane divided roadways to the west and north of the site. It seems unfair to try to cram excessive density on the Varsity side of the LRT station where our road infrastructure is very limited when a much larger amount can be accommodated on the Dalhousie side. This needs to be taken into account. Future local area plans should always try to include all communities within an LRT TOD area.

Diagram 5 – 3D Map of Dalhousie LRT Station Area

Illustration of Dalhousie LRT Station area and supporting roadways.

Note: LRT station was built in 2003 with 760 parking stalls.

Varsity Estates Village (Silvera for Seniors), 5200 – 53 Avenue NW

The existing two storey townhouses owned by Silvera are subsidized housing units for low income families and are located on the west side of the Varsity Ravine Park.

We previously stated that any redevelopment on this site should focus greater height at the western and northern edges and needs to step down to a maximum of 3 storeys at the eastern and southern edges. It is important to create a sensitive transition to the single family homes on Valencia Road and Valencia Place and the two storey townhouses south of 53 Avenue.

A shadow study must be required for future development applications to ensure there is no overshadowing of the pathway and park.

The Varsity Land Use Study has clear policies for this site:

Policy 6 - Development immediately fronting onto Valencia Road NW or the Park Space east of the study area should be no more than 3 storeys high. Buildings should be set back a minimum of 6 metres from the property line at these frontages.

Policy 7 - A shadowing study shall be provided when required by the Approving Authority. Planning applications should not be approved for proposals which, in the opinion of the Approving Authority, have an unreasonable shadowing impact on surrounding areas.

Internal Road Network in Varsity Land Use Study

Another crucial element covered in the Varsity Land Use Study is the Internal Road Network. Part of this network has already been constructed by Statesman. It is important that this internal road network be completed as each site is redeveloped.

Diagram 6 – Internal Road Concept – VLUS Fig. 5.3

These policies contained in the Varsity Land Use Study should be incorporated into the SSLAP and this could be accomplished by creating a Comprehensive Planning Site that includes the Varsity Estates Village and the church site.

Requested Amendment to the Plan at IPC:

We had requested an amendment to the LAP to change the Building Scale Map (Map 4) from Mid (up to 12 storeys) to Limited (maximum of 3 storeys) on the east and south property lines, Low-Modified (up to 4 storeys), in the middle of the site, and to Low (maximum of 6 storeys) on the west and north portions of the site.

At the IPC Meeting on January 30, 2025, an amendment was passed to change the Building Scale Map for Varsity Estates Village to Low, maximum of 6 storeys.

It would clearly be a benefit to the community and the landowners if the redevelopment of this site and the church site could be outlined in more detail in order to maximize transit-oriented development while protecting the Varsity Ravine Park and regional pathway and the adjacent single family homes.

It is important for the owners of the church and Silvera properties to understand what is reasonably achievable on their lands. If the maximum density proposed in the SSLAP was built, it would be very difficult for these residents to get in and out of the community.

Designating these two sites as a Comprehensive Planning Site would enable more detailed planning to achieve the objectives of maximizing density and height while still respecting the limitations of the roadway system and demonstrating sensitivity to the existing low density residential area.

Requested Amendment to the Plan:

That report IP2024-1066 be amended in Recommendation 2, "the proposed bylaw, the proposed South Shaganappi Communities Local Area Plan" as follows:

Amend attachment 2, Map 3 Urban Form Category by adding Additional Policy Guidance, "Comprehensive Planning Site", to Varsity Estates Village, 5200 – 53 Avenue NW and Bow Valley Christian Church, 5300 – 53 Avenue NW.

Valencia Place & Valencia Road

This is a quiet dead-end residential street and cul-de-sac with large, well-maintained homes. There are no back lanes and there is a major pathway to access the Varsity Ravine Park to the east. The homes backing onto the park and on Valencia Road are identified as Neighbourhood Connector with a height up to 4 storeys and the homes on Valencia Place are identified as Neighbourhood Flex with a height of up to 6 storeys. This is part of a continuous single family area and both roads should be identified as Neighbourhood Local with Limited Height.

Requested Amendment to the Plan:

Change the Urban Form Category (Map 3) from Neighbourhood Connector to Neighbourhood Local on Valencia Road. Change the Urban Form Category (Map 3) from Neighbourhood Flex to Neighbourhood Local on Valencia Place.

Change the Building Scale Map (Map 4) from Low-Modified (4 storeys) to Limited (maximum of 3 storeys) on Valencia Road. Change the Building Scale Map (Map 4) from Low (6 storeys) to Limited (maximum of 3 storeys) on Valencia Place.

Due to a clerical error, this amendment was not voted on at the IPC Meeting on January 30, 2025. We would request this amendment be made at Council's public hearing on March 4, 2025.

Varsity Estates Link and Varsity Estates Grove

We notice that one of the amendments that was to be requested at IPC for Varsity Estates Link and Varsity Estates Grove was missed. We would therefore request approval of the following amendment.

Requested Amendment to the Plan:

Amend attachment 2, section 2.5.4.4 Figure 10 by removing Varsity Estates Link NW, and Varsity Estates Grove NW from Dalhousie Transition Zone.

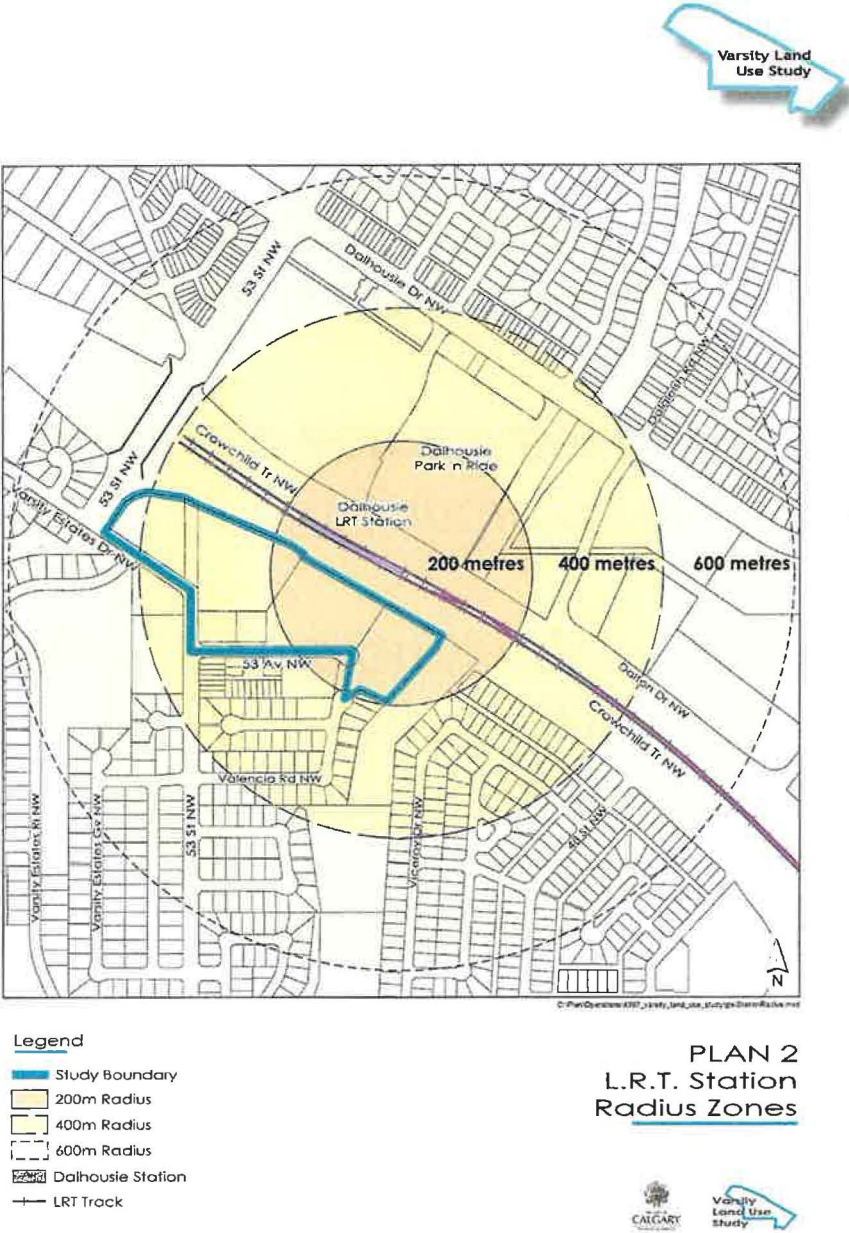
This will create consistency with the amendment that was approved for Valparaiso Place NW.

Conclusion

We respectfully request approval of the following amendments detailed below:

1. That report IP2024-1066 be amended in Recommendation 2, “the proposed bylaw, the proposed South Shaganappi Communities Local Area Plan” as follows:
 - a. Amend attachment 2, Map 3 Urban Form Category by adding Additional Policy Guidance, “Comprehensive Planning Site”, to Varsity Estates Village, 5200 – 53 Avenue NW and Bow Valley Christian Church, 5300 – 53 Avenue NW.
2. That report IP2024-1066 be amended in Recommendation 2, “the proposed bylaw, the proposed South Shaganappi Communities Local Area Plan” as follows:
 - a. Amend attachment 2, Map 3 Urban Form by removing “neighbourhood flex” and inserting “neighbourhood local” on Valencia Road NW and Valencia Place NW; and
 - b. Amend attachment 2, Map 4 Building Scale map by removing “low modified” 4 storeys and inserting “limited” 3 storeys on Valencia Road NW and by removing “low” 6 storeys and inserting “limited” 3 storeys on Valencia Place NW; and
 - c. Amend attachment 2, section 2.5.4.4, Figure 10 by removing Valencia Road and Valencia Place NW from the Dalhousie Transition Zone.
3. That report IP2024-1066 be amended in Recommendation 2, “the proposed bylaw, the proposed South Shaganappi Communities Local Area Plan” as follows:
 - a. Amend attachment 2, section 2.5.4.4, Figure 10 by removing Varsity Estates Link NW and Varsity Estates Grove NW from the Dalhousie Transition Zone.

Diagram 1 – Dalhousie LRT Station Area



1.1 Study Purpose

Recognizing the close proximity of the Dalhousie LRT Station, this Land Use Study has been prepared to ensure:

- i) Future land uses provide a positive addition to the community;
- ii) The existing infrastructure including roads and amenities are adequate for any future development;
- iii) Future land uses are compatible with the surrounding land uses; and
- iv) City of Calgary objectives, for example, smart growth and transit oriented development are realized in developments within the study area.

Diagram 3 - Table 5.1 Land Use Assumptions



5.0 SUPPORTABLE LAND USE

5.1 Maximum Land Use Potential

The Varsity Land Use Policy states minimum residential land use density and maximum Floor Area Ratios for each parcel within the study area. The proposed land uses assumed in this study are based on the maximum Floor Area Ratios (F.A.R.) that the Policy sets for each parcel. Table 5.1 summarizes each parcel size, its maximum F.A.R., net developable area, and resulting land use potential.

The retail and office space assumed in the 2006 DA Watt study for the Crowchild Square site remains unchanged. Similarly, the small amount of retail space that was assumed on the Crowchild Inn site also remains unchanged. The remainder of land use is assumed to be multi-family residential.

Table 5.1: Land Use Assumptions

PARCEL	PARCEL SIZE (sq ft)	MAX F.A.R.	NET DEVELOPABLE AREA (sq ft)	OFFICE (sq ft)	RETAIL (sq ft)	MULTI-FAMILY UNITS (2)
Crowchild Square	102,400	3.0	261,100	240,000	20,000	
Crowchild Inn	219,900	3.2	598,200		6,000	593
Enmax	57,600	2.5	122,500			122
Bow Valley Church	177,500	3.0	452,500			452
Varsity Est. Village	127,300	2.7	292,000			292
TOTAL	684,700		1,726,300	240,000	26,000	1459

2 Average unit size = 1,000 sq. ft.

The 2006 DA Watt study assumed only 1,070 units in addition to the office and retail uses. This updated study assumes 379 additional units (for a total of 1459) because the Enmax site was not included in the original work (122 units), the Crowchild Inn site was based on the Statesman application proposal, not the maximum development potential (a difference of 153 units), and the remaining parcels were slightly underestimated in their development potential (remaining 104 units).

The maximum development potential on each parcel is shown in Figure 5.1.

Diagram 4 – Table 7.2 Land Use Summary



Table 7.2: Land Use Summary

PARCEL	OFFICE (sq ft)	RETAIL (sq ft)	MULTI- FAMILY UNITS
Crowchild Square	240,000	20,000	
Crowchild Inn		6,000	593
Enmax			122
Bow Valley Church			452
Varsity Est. Villiage			292
TOTAL	240,000	26,000	1459

In conclusion, traffic generated by redevelopment of the Varsity Land Use study area to its maximum potential (as governed by the maximum F.A.R. within the guiding policies) can be supported by the surrounding road network with improvements along Varsity Estates Drive and 53 Street. As select intersection movements are at capacity, no additional land use over and above the maximum F.A.R. can be supported by the surrounding road network within the context of Transit Oriented Development.

Diagram 5 – 3D Map of Dalhousie LRT Station Area



3D Buildings are produced from City lidar data that is collected and updated annually and do not represent proposed buildings. To find out the collection date click on the building of interest. 3D trees are for cartographic purposes only and represent surveyed positions of publicly owned trees. Heights and widths of trees are not represented accurately

Diagram 6 – Internal Road Concept – VLUS Fig. 5.3

6



Fig. 5.3. Internal Road Concept
Legend

- | | | |
|------------------------------------------|-----------------------|----------------------|
| --- Transportation Study Area | — LRT Alignment | ■ Golf Course |
| --- Varsity Land Use Study Area | ■ LRT Station | ■ Parks & Open Space |
| → Primary Access Points | ■ Buildings | |
| — Internal Road (Concept Only) | ■ Pedestrian Overpass | |
| --- Internal Parcel Roads (Concept Only) | ■ Park and Ride | |
- THE CITY OF CALGARY
TRANSPORTATION PLANNING