The City of Calgary

DEVELOPMENT & BUILDING APPROVALS
CORPORATE PLANNING APPLICATIONS GROUP (CPAG)

September 26, 2019

CITY OF CALGARY
12th floor - 800 MACLEOD TR SE
Calgary, Alberta
T2P2M5, Canada

Re: Pre-Application Assessment Form - CPAG
Pre-Application number: PE2019-01297

Your Pre-Application Enquiry submission has received a review by the Corporate Planning Applications Group (CPAG). **Please note that these comments are preliminary and are intended only to provide information regarding application requirements, provide high-level directions, and highlight major issues. These comments do not represent a full evaluation (i.e. Detailed Team Review) or endorsement of the proposal.**

Please review in detail the attached Pre-Application Assessment Form prior to submitting your formal application. Applicants are requested to contact the respective Planning Generalist and/or the appropriate CPAG Generalist to discuss and/or clarify comments that must be resolved prior to submitting a formal application. Note only one pre-application meeting will be accommodated per Pre-Application Enquiry. Subsequent review and evaluation will be completed through the formal application process.

We look forward to receiving your formal application and will make every effort, with your help and cooperation, to process the submission in a time-efficient manner.

Sincerely,

North Area Planning

Attachment

The City of Calgary

DEVELOPMENT & BUILDING APPROVALS
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Pre-Application Enquiry – Assessment Form

Application Number:	PE2019-01297
Application Description:	Request for a Pre-Application Meeting for a Proposed Development
Site Address:	954 16 AV NE
Community:	WINSTON HEIGHTS/MOUNTVIEW
Applicant:	CITY OF CALGARY
Date Comments Sent:	September 26, 2019

CPAG Team:
Planning
Development Engineering

Transportation

Parks

A Pre-Application Enquiry (PE) is a non-legislated process. The objective of a PE is to identify major issues or concerns that may be specific to the application and the impact of same on the surrounding context prior to a formal application submission. A PE may also identify applicable policies and application requirements.
The comments in this PE Assessment Form are organized into two categories.

- **REQUIRED INFORMATION** – Comments that must be addressed prior to submission of the application. *The City of Calgary may either refuse acceptance or place the application on hold after the Initial Team Review (ITR), where the Pre-Application Requirements have not been addressed.*

- **PRELIMINARY ASSESSMENT** – Comments identifying major issues, obstacles and challenges that the Applicant and/or the Property Owner are expected to address prior to submitting the formal application.

These are preliminary comments based on information provided with your PE submission. When the formal application is received, it will be subject to further review and evaluation. As such, new or additional comments, clarifications or alterations may be forthcoming.

Furthermore, the submitted application may be subject to a Calgary Planning Commission (CPC) Review; any subsequent fees shall be borne by the applicant. CPAG will make every effort to inform you, as early as possible, when an application is referred to Calgary Planning Commission (CPC) for their review and their subsequent endorsement/decision.

Required Information

In addition to the applicable Complete Application Requirement List (CARL), the following requirements must be addressed prior to submission of the formal application. The City of Calgary will place an application on hold after the Initial Team Review (ITR) where the Required Information comments have not been addressed.

Planning:

1. Application for land use and outline plan must satisfy both the CARL lists for outline plans the CARL list for land use amendments.

2. In addition to a Low Carbon Energy Feasibility Study should be undertaken by qualified professionals, to analyze and assess approaches to greenhouse gas mitigation and delivering low carbon energy to the development. Analysis of technical options should be undertaken from a financial and environmental perspective in accordance with terms of reference provided by Community Planning.

Development Engineering:

3. The following reports are required in support of redevelopment of the site:
   - Stormwater Management Report and Pond Report / Drawings
   - Sanitary Servicing Study
   - Geotechnical Investigation / Slope Stability / Deep Fills (refer to DGSS for report requirements for Outline Plan submission)
   - All environmental site assessment reports that have been prepared

Transportation:

4. A Transportation Impact Assessment (TIA) (with the scope as determined by the City of Calgary Senior Transportation Engineer) is required with the submission of the land-use and outline plan application.

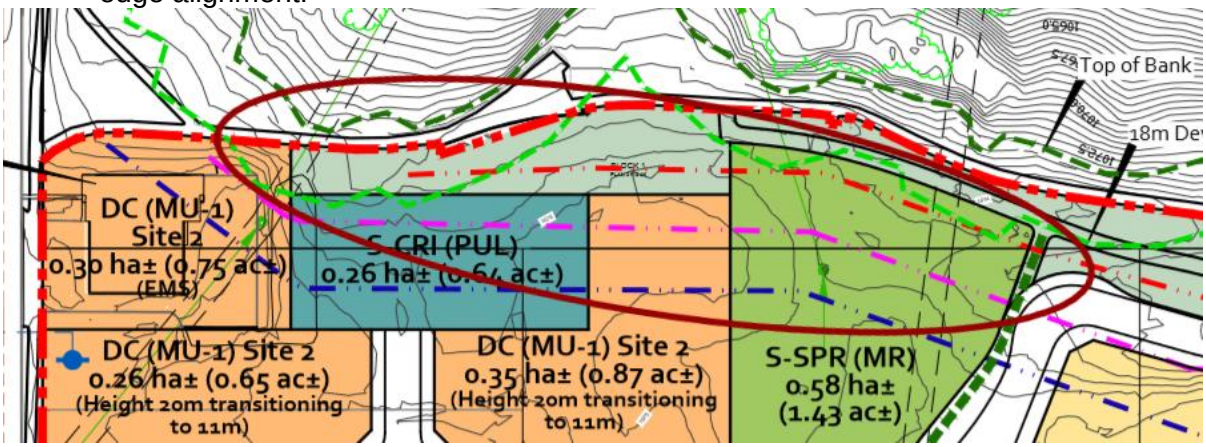
Parks:

5. The Developer shall provide Municipal Reserve dedication in the amount of 10% of the developable land. Concept plans shall be submitted to Parks for approval and will need to follow section 2.1 of *Parks Development Guidelines and Standard Specifications – Landscape Construction (current edition)*.

6. Concept plans shall be provided for all MR, ER, and PUL extents.

7. Citing section 664 of the Municipal Government Act (MGA) the applicant is to justify the dedication of 0.95 ha of environmental reserve (ER). In the northwest corner of

the site, the ER seems to be rather squared off and inconsistent along that north edge alignment.



Preliminary Assessment

The following comments identify major issues and challenges with the proposal that the Applicant and Property Owner are expected to address prior to the submission of the formal application.

Planning:

Parks and Planning

1. The area has already been subdivided and MR provided. Will Additional Municipal Reserve be required for this land? If so, it is assumed that the Subdivision and Development Regulation – Additional Reserve 17 should apply. i.e. 3% of Developable Area if density exceeds 30 upha and 5% if density exceeds 54 upha.

Development Engineering:

Development Engineering (DE) and Parks

2. Will any of the land within the geotechnical report be classified as ER? The preliminary plan indicates that we can put parking, roadways and pathways in an area, which has a factor of safety of between 1.3 and 1.5. Typically, the City requires that areas with a factor of safety of less than 1.5 for private land be categorized as ER. Does the Slope Stability Management Policy TP019 apply in this case. If so, then will all lands below the 1.5 FOS line be categorized as ER?

   Land that is deemed to be unstable is eligible to be taken as ER as per the MGA. It is at the discretion of the Subdivision Authority. Lands with a Factor of Safety of less than 1.5 would be considered to be unstable.

3. If the above policy does not apply in the areas between the 1.3 and 1.5 FOS, can a road be built in this area?
    - We (applicant) believe a road can be built on this area

    Design Guidelines for Subdivision Servicing, Section V: Geotechnical and Hydrogeological Requirements will apply to future development of the site. Part C. Slope Stability Reports, d) No development shall occur if the Factor of Safety (Fs) against slope failure is less than 1.5. Lands with Fs equal to or greater the 1.5 will be acceptable for development from a slope stability point of view. Where the Fs is less than 1.5, the slope may be modified, subject to the approval of the appropriate approving authority, using remedial measures that are to the satisfaction of Development Engineering, to increase the Fs to a minimum of 1.5, thus increasing the area able to be developed.

DE - Deep Services

4. Does the City know the condition of existing public sanitary outlet on the east side of site? Has it been video inspected recently?

    For all new redevelopments, the service to the public main needs to be replaced at the owner's expense. The developer can confirm condition and apply for reuse. Contact 311 to arrange for a video inspection.

5. Does the City know the condition of existing watermain along south side of site?

    The 400 AC watermain was installed in 1960, and we have no records of any main breaks. A portion of this public watermain is located within the subject parcel and if it is to remain on-site, a utility right-of-way will be required to protect the utility.

DE - Stormwater

6. We will obtain the inverts and/or profile drawings of the existing storm sewer from the site to the golf course outfall from the City.
7. We will estimate the catchment area of the existing outfall lines based on the above data obtained from the City.
8. Is the condition of the existing storm outfall line known? Golf course staff indicated that camera work or repair work took place within the last 5 years but they were unclear on the details. Does Development Engineering have access to maintenance records?

    The outlet pipe condition would be outside the scope of the site's redevelopment

9. The City's April 2019 "Interim Runoff Volume Control Memo" says that for redevelopment areas Nose Creek targets are to be discussed at the pre-app meeting.

The site will require the submission of a Stormwater Management Report for review and acceptance by Water Resources.

a) Can you confirm that the allowable release rate to Nose Creek is 1.257 l/s/ha?

   The release rate from a future pond would be 1.257 l/s/ha, but the release rate for the site will be determined by the SWMR and pond drawings

b) Can you confirm what the runoff volume target is for the site? Our preliminary analysis using Water Balance spreadsheet shows:

   The Industry Bulletin – Interim Runoff Volume Control (2019 April) will apply to redevelopment of the site. As there is a pond proposed, the volume target would be 150 for a multifamily residential development.

   i. Onsite traditional pond on the site or on the golf course could achieve 160mm @ 80% impervious. Pond on the golf course would require a lease amendment and some reconfiguration.
   ii. Underground storage on the site could achieve 180-225mm depending on whether infiltration is intended or not (no pond evaporative losses).
   iii. For the above options there is an approximate 30mm swing for every 10% change to imperviousness. The final imperviousness will be a function of the development concept.
      1. Slope setback study recommends green space around edges, but infiltration is not permitted in these areas.
      2. Slope setback, property lines, and historic deep fills and contamination may result in loss of developable area
   iv. Irrigation of golf course from a pond on the golf course could achieve 20mm in the future but would require reconfiguration of the course and the course's irrigation system. The course irrigation system is not due for replacement for about 15 years and is expected to cost approximately $3M based on information provided from the WGC.
   v. Based on the above, a traditional pond on the golf course without irrigation appears to be the most practical option. This option could also provide some attenuation of runoff from the surrounding communities which currently drain through the existing Nose Creek outfall. In the future, the golf course could connect their irrigation system or even expand the pond at their cost to make use of the stored runoff.

Fire / Emergency access for the development is to comply with the Design Guidelines for Subdivision Servicing. The total number of residential units determines the number of access points required, and 3 public access points (one can be emergency) are required

with > 600 residential units. Fire access routes shall be a minimum 6.0m wide, not exceed 8% slope, and be able to support a load of 38,556kg.

Transportation:

8. Internal Road Network Considerations:

- All internal public roads should meet the minimum specifications as outlined in the 2014 Design Guidelines for Subdivision Servicing (DGSS). Any proposed customized cross sections shall be reviewed and approved by Transportation Planning and Roads.
- As a component of the Transportation Impact Assessment (TIA), a road sizing analysis shall be provided to determine the classifications for the internal public road network.
- The internal public road network should be planned and laid out to discourage shortcutting through the site, while maintaining efficient connectivity to 16 Avenue and Moncton Road NE.
- Attention to providing connectivity for active modes is required within and through the site, specifically to the adjacent regional pathway network and the high frequency Transit (BRT) route on 16 Avenue NW.

9. Intersections to 16 Avenue and Moncton Road NE:

- Geometric designs for intersections connecting to 16 Avenue and Moncton Road NW should meet the minimum requirements as outlined in the 2014 Design Guidelines for Subdivision Servicing (DGSS). The TIA will inform as to the appropriate geometric design elements for these intersections.
- For the intersection to 16 Avenue NE, a modification to the eastbound to northbound left-turn may be required to facilitate the inbound vehicular traffic movement. Validation of the left-turn modification requirements will be determined through the review of the TIA.
- For the intersection to 16 Avenue NE, a modification to the westbound to northbound right-turn lane may be required to the deceleration and movement of inbound traffic. Validation of the left-turn modification requirements will be determined through the review of the TIA.
- The intersection to Moncton Road shall align with 17 Avenue NE to complete a four-leg intersection and connect to the internal public road network. The scale of the new easterly leg of the intersection should be proportionate to the westerly leg. This intersection's importance should be minimized to discourage shortcutting traffic. However, improvements to this intersection's overall design should be considered to enhance the pedestrian realm.

10. Private driveway access locations:

- Driveway access across multi-use/regional pathways should be avoided where possible.

- Driveway access locations and designs shall meet the minimum requirements as per Transportation Association of Canada Design Guidelines (TAC). Rotational for any proposed design exemptions shall be included as part of the TIA.

11. At the development permit application stage, a noise attenuation study may be required for the multi-family residential developments that will be adjacent to 16 Avenue NE.

Applicant's Questions & CPAG Responses (Transportation)

- Can Transportation confirm 16 Avenue is an urban boulevard west of Deerfoot Trail and Urban corridor adjacent to the site?

  CPAG Response – Map 7 of the Calgary Transportation Plan (CTP) identifies 16 Avenue NE adjacent to the site as an Urban Boulevard and an Urban Corridor.

  Some existing features of 16 Avenue are established and must be retained – namely the six travel lanes, and the 6m wide median which facilitates the eastbound to northbound left-turn bay – these elements are in addition to the standard Urban Boulevard cross-section shown in the DGSS. Based on the available ROW, travel demand, and ability to provide continuity beyond the site boundary, there may limitations to implementing the section shown in the DGSS, and not all elements may be possible/feasible.

  The applicant is advised that the section of 16 Avenue NE east of the existing access location is under provincial jurisdiction and requires Alberta Transportation approval for changes to geometry, profile, cross-section, etc.

- Are there plans to modernize 16 Avenue east of 6 Street to match the existing streetscape and corridor west of 6 Avenue?

  CPAG Response – The 16 Avenue Corridor Study and construction terminated at 6 Street NE. Currently the City does not have plans to continue the 16 Avenue improvements east of 6 Street NE. However, 16 Avenue NE is classified as an Urban Boulevard in the CTP. Therefore, as opportunities arise, any unimproved sections of 16 Avenue NE may be retrofitted to include an improved streetscape, active modes, and strong urban design elements. Improvements to 16 Avenue NE would generally be undertaken in conjunction with development and improvements to the section adjacent to the site may be an obligation of this development.

- In the CTP 16 avenue is shown as primary HOV network. Are there specific plans in place for how this will be developed adjacent to this site?

  CPAG Response – BRT – MAX Orange service is now operational.

- Is Transportation aware of any Emergency services pre-emption technology or trends that need to be considered?

CPAG Response – Emergency pre-emption is typically included in any new signal installations; or where Emergency Services requests-it in retrofit situations. Other per-emption requirements may be identified by Calgary Transit. The Outline Plan and TIA will be circulated to Roads-Signals and Calgary Transit for comments. Any upgrades to signal infrastructure will be identified at that time. Note that pre-emption requirements will form part of the signal and/or intersection designs and will likely not impact the community layout or design.

- Previous studies suggest the site's T intersection needs to be signalized to accommodate development traffic as the Moncton Road intersection does not have much excess capacity. Does Transportation support signalizing this intersection or are they aware of any major concerns with signalization of this intersection?

  CPAG Response – The TIA will inform traffic control and geometric design requirements of the affected intersections.

- Can Transportation confirm what AT's jurisdiction is? Are they only to be circulated as part of a roadside development permit as the development is within 1.6km of their highway?

  CPAG Response – AT will be circulated the outline plan and associated TIA. Currently they have jurisdiction on the section of 16 Avenue, 400 metres west of the terminus of the southbound to westbound Deerfoot Trail interchange exit ramp (approximately up-to the existing site access on 16 Avenue NE).

- On CALTCS, Traffic count data is available at 16 Avenue/Moncton Road from 2016. Does Transportation have any plans to complete 2019 counts?

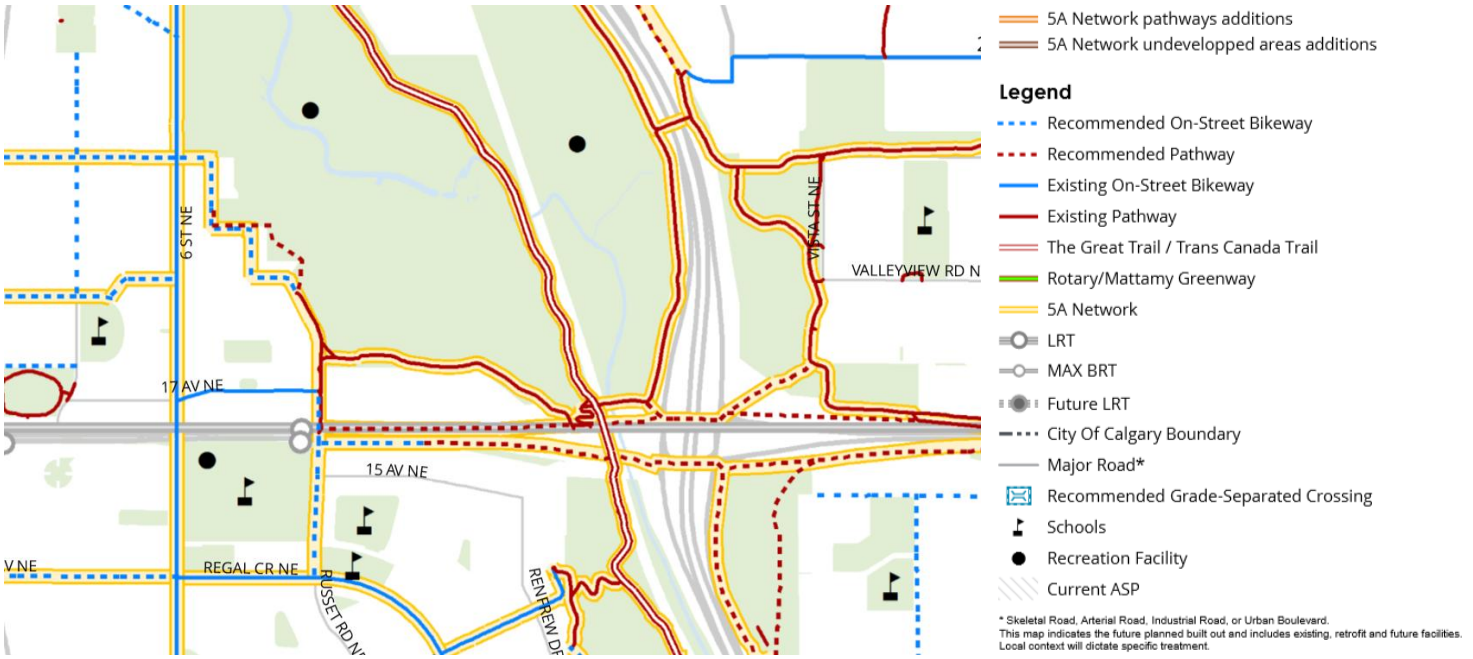
  CPAG Response – The 2016 intersection count is still valid as there has not been significant redevelopment in the area. The 2016 volumes are acceptable to use to inform the analysis. More recent (2018) provincial traffic counts are available for 16 Avenue at Deerfoot Trail NE.

- Does Transportation have any collision data available at 16 Ave/Moncton Road?

  CPAG Response – Data is available. Applicant's transportation consultant may contact Transportation Data and Forecasting for this information.

- Does Transportation have any plans or desires for active mode connectivity in the area, specifically to the south or to the Nose Creek trail system.

CPAG Response – See images below.



Parks:

Development Engineering (DE) and Parks

1. Will any of the land within the geotechnical report be classified as ER? The preliminary plan indicates that we can put parking, roadways and pathways in an area, which has a factor of safety of between 1.3 and 1.5. Typically, the City requires that areas with a factor of safety of less than 1.5 for private land be categorized as ER. Does the Slope Stability Management Policy TP019 apply in this case. If so, then will all lands below the 1.5 FOS line be categorized as ER?

The 18 metre setback from the top of escarpment will be required as per the Municipal Development Plan and the Open Space Land Use Policy. It may not qualify at ER but would be required as a setback and shall not include any building within this setback.

Parks and Planning

1. The area has already been subdivided and MR provided. Will Additional Municipal Reserve be required for this land? If so, it is assumed that the Subdivision and Development Regulation – Additional Reserve 17 should apply. i.e. 3% of Developable Area if density exceeds 30 upha and 5% if density exceeds 54 upha.

See Required Documents section

12. The pathways shown within the proposed environmental reserve (ER) should be realigned into the road right of way to minimize disturbance to the ER. Parks recommends connecting the sidewalk within the road right of way to the existing regional pathway where the grade allow a smooth transition.

13. Any disturbance to the proposed ER from grading and road construction that is permitted by Parks' will require habitat restoration as per the Habitat Restoration Project Framework.

14. The proposed location of the storm pond should not be within 50m of Nose Creek and should be completely outside of areas prone to flooding (1:100 flood), whichever is greater. If the applicant does not want to move the location of the storm pond, a reduced scope BIA will be required, focusing on the storm pond location to highlight the flooding risk and how the pond design will mitigate risk. The applicant will also have to justify the location, demonstrating that other sites for the storm pond are not feasible, and following the update to the Nose Creek Watershed Water Management Plan.

15. Further discussions at time of formal submission will be required with Parks and Urban Conservation about backsloping and grading into proposed ER and whether it would be considered ER or road right of way.

16. Parks does not support the proposed 0.17ha MR within the medians. Plaza places like these should be accommodated for within private property.