



**Diane with Minister Ron Stevens & Friends  
At the Legislature Opening, March 2005**

## **May 2005 Newsletter**

**Alderman  
Diane Colley-Urquhart**

I want to give you an update on the development plans for the lands in the vicinity of the Fish Creek/Lacombe LRT Station. With the LRT extension to Somerset/Bridlewood now open, the parking requirements at Fish Creek/Lacombe as planned have stabilized. Calgary Transit will retain Park-N-Ride facilities for 1200 cars south of Shawnee Gate as originally contemplated. It is important to review some of the planning history to provide a context relative to recent developments.

In 1997-1999, the City of Calgary, through its consultants, undertook a comprehensive study that looked at possible development scenarios for City-owned land around Fish Creek/Lacombe Station once the need for end of line parking was reduced. Adjacent community residents, landowners and other stakeholders were involved in an extensive community consultative study which included a series of open houses and workshops that solicited input and identified concerns for future development of the City-owned lands. The **146<sup>th</sup> Avenue LRT Station Land Use Strategy** (commonly known as the “Westhaver Plan”) was completed. The favored scenario was a land use strategy with transit supportive development with appropriate uses for all the lands available for development. Although all the recommendations in the 146<sup>th</sup> Avenue Strategy were not presented to Council in 1999 given community uncertainty over LRT parking needs, the City continues to accept the proposed land use strategy as still valid and that it reflects a consensus of all the participant stakeholders.

From May 2003 to February 2004, the Pererra Development Group, owner of the privately owned 2.7 acre parcel at the northwest corner of Shawnee Gate & James McKeivitt Road met several times with the Ward 13 Land Use & Mobility Advisory Council to present various conceptual plans for high rise residential development. LUMAC expressed strong concern with the height of some of the options they proposed and recommended that Pererra meet with the adjacent communities for comment and input on their designs.

At this same time in 2004, City Planners had been working on developing city-wide Transit Oriented Development (TOD) guidelines for development of both City and private lands within 600 meters of a Transit station on a city-wide basis – for both existing and planned stations. The City recognized the need to alleviate growing traffic congestion by optimizing our investment in transit infrastructure and encouraging higher density development in the station areas. In December 2004, after extensive community input, Council approved the TOD Policy Guidelines, comprised of 6 key policy objectives for Transit Oriented Development:

- Ensure transit-supported land uses
- Increase density around Transit Stations
- Create pedestrian-oriented design
- Make each station area a “place”
- Manage parking, bus, and vehicular traffic
- Plan in context with the local communities.

The TOD Policy Guidelines ensure that **ALL** development around Transit facilities will be evaluated based on the above 6 key policy objectives.

City Administration is bringing forward a TOD Station Priority report for the April 20<sup>th</sup> meeting of the Standing Policy Committee on Land Use, Planning & Transportation that will identify those stations that are a priority for development. Fish Creek/Lacombe has been identified as one of those stations, and with Council approval, the City will move forward to consider a comprehensive plan for lands west of the Fish Creek/Lacombe Station for both private and City lands. The 146<sup>th</sup> Avenue Strategy has already identified land uses for public lands and will become the starting point for the station area plan for City owned lands at Fish Creek/Lacombe. The City will also prepare a report for the Land & Asset Strategy Committee this year, requesting authorization for the preparation of a land development strategy which would also require Council approval. As with all development, the residents of Ward 13 will have the opportunity to provide their input at all the critical stages of the planning process.

In 2004, while the TOD policy was being developed, I shared with communities that I felt any land use application for this area was premature until Council approved the TOD guidelines. I asked Pererra to delay submitting their application until such time as Council approved the TOD Policy Guidelines, so that their project could be evaluated based on the TOD policies to ensure that it was an integral part of a comprehensive station area plan for lands west of Fish Creek/Lacombe Station. In March and April this year, I convened two meetings with key City staff, LUMAC representatives, and representatives of Pererra to discuss how best to coordinate all of the planning pieces to ensure that the City’s policies were all in place so that Pererra’s planning application could be evaluated based on those Council policies.

***I will be hosting a Community Open House on Tuesday, May 31, 2005 from 5 to 7:30 pm (with presentations at 6:30 PM) at Peace Lutheran Church, 14640 – 6 Street SW, for all Ward 13 community residents and interested stakeholders. City staff will be in attendance to discuss Transit Oriented Development and the commitments for City owned land around the station. The City can give an overview of participation in a comprehensive west Fish Creek/Lacombe station area plan and to answer your questions and obtain your input. I have also invited representatives of Pererra to share with you with their plans for development and receive your comments.***

As always, you can contact my office regarding this or any other civic matter at 268-1624, by email at [dcolley@calgary.ca](mailto:dcolley@calgary.ca), or through my website at [www.aldermandiane.ca](http://www.aldermandiane.ca). Alternatively, you can contact 268-CITY (2489).