

# Interim Regional Evaluation Framework

## Section 6: Evaluation Criteria

As per the CMRB Interim Regional Evaluation Framework (IREF), the review of an amendment to an Area Structure Plan (ASP) must be considered against the Principles, Objectives and Policies of the Interim Growth Plan. The following details are provided to show how the West Highway 1 Area Structure Plan (WH1ASP) amendments, in particular to the Origin Business Park within the WH1ASP, meet the Evaluation Criteria set out in the IREF.

### 3.2.1 Principles, Objectives and Policies

#### Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure

##### Objectives:

##### a. Promote the integration of land-use and infrastructure planning

The WH1ASP amendment encourages the integration of compatible commercial uses with industrial uses. The promotion of clustered industrial and commercial development is evident in the Regional Growth Management Strategy Plan and it is widely accepted that the mixing of compatible uses creates diverse and attractive locations for business, visitors and communities.

##### b. Optimize the use of existing infrastructure when accommodating growth

The proposed development is in an area serviced by existing major and local transportation links. This provides opportunities to efficiently service the travelling public, local residents and employees of the business park, with businesses such as service stations and quick service restaurants. The business park has already gone through subdivision and is partially built out with a local road network already in place.

A preliminary Transportation Impact Assessment was carried out in 2006 for the proposed Origin Business park. This has since been supplemented with an updated Transportation Assessment Technical Memorandum in March 2019 by McElhanney.

##### c. Encourage higher densities, greater intensity of use, the provision of *community nodes*, and the leveraging of transit service, where applicable

The Origin Business Park and wider WH1ASP area were originally intended to provide for a mix of industrial and compatible commercial uses. In its current form, some of the misaligned policies of the WH1ASP do not allow for this integration, actually encouraging significant separation of uses. The proposed amendments are in support of IGP policies and other policies of the municipality and region by clustering commercial and industrial in a strategic location, balancing sustainable economic growth with the conservation of agricultural land. Clustered commercial and industrial uses shall provide services not only to the travelling public on Highway 1, but also for the proposed future employees and local residents of the area.

#### d. Protect the function of *regionally significant* mobility and transmission corridors

The proposed development would utilise regionally significant mobility corridors as it is located on Highway 1, therefore availing from an existing major transportation link providing movement of people and goods. As per the IGP, this route is also identified as a Future Intermunicipal Transit Corridor.

### Principle 2: Protect Water Quality and Promote Water Conservation

#### Objectives:

#### a. Manage the risks to water quality, quantity, and drinking water sources in accordance with federal and provincial legislation and regulation

The proposed amendment to an already approved business/industrial park will not result in an increased risk to water quality, quantity or source. Presently, piped water and wastewater are not available to the area; however, it is anticipated that this will be available in the future. Current proposals for development shall provide provision for on-site water (ground water well(s)) and wastewater systems (truck and haul from septic tank or onsite wastewater treatment with subsurface disposal pending specific soil suitability analysis). As per WH1ASP policy and original subdivision endorsement requirements, a hydrological study and a stormwater management plan were completed for the Origin Business Park. A revised technical memorandum updating the previous stormwater management plan for the Origin Business Park has been prepared by McElhanney, which maintains all stormwater management on site (no offsite discharge) and therefore protects neighbouring water sources and demonstrates no alteration to off-site drainage patterns or runoff rates. All on site servicing will conform with federal and provincial legislation and regulation.

#### b. Promote water *conservation* practices

The proposed amendment to an already approved business/industrial park continues to incorporate the re-use of stormwater for irrigation. The existing berm along Highway #1 within the Origin Business Park is landscaped and irrigated from the existing (and future) stormwater management facilities. Additionally, some of the stormwater management facilities within the Origin Business Park are used to store water for fire protection. Both the irrigation use, and the fire use of stormwater are management practices that minimize potable water treatment and use and make best use of an available natural resource.

#### c. Recognize the importance of *ecological systems* within the Region

A Phase 1 ESA was carried out as part of the original ASP and subdivision process which identified no environmental concerns, with one note that additional study was needed relative to an oil and gas facility. The subsequent study was completed as per the Phase 1 study which confirmed that no environmental concerns were noted.

#### d. Prohibit new *development* in the floodway

There are no floodways in the WH1ASP area. Flood Hazard Map attached as Figure 1.

### Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities

#### Objectives:

##### a. Promote the *efficient use of land* and *cost-effective development*

The proposed amendments will support sustainable economic growth and the efficient use of land by encouraging clustered mixed-use development in an area of underutilized land, which has already been planned for development.

##### b. Recognize and complement the Region's diverse community visions and desired scale of *development*

The proposed amendments align the policies of the WH1ASP with the Wheatland County Municipal Development Plan, Wheatland County Regional Growth Management Strategy and the Wheatland County Economic Development Strategy. The amendments compliment the general vision of the region which identifies the WH1ASP as a strategic area to create an attractive, diverse location for clustered commercial and industrial development that serves rural residents, meets market demand and has suitable access to transportation links.

##### c. Ensure *settlement areas* are planned and designed to encourage higher densities, appropriate to the local scale and context

The proposed development is not within a settlement area therefore does not deal with densities.

##### d. Plan for *community nodes* with a mix of uses and a range of housing types, mobility choices, including transit (where viable), and *community services and facilities*, where and as appropriate to the local scale and context

The proposed development is not considered a community node as defined within the IGP, it will nonetheless encourage mixed-use development of industrial and compatible commercial uses to service the travelling public, local residents and workers in the business park.

##### e. Ensure the provision or coordination of *community services and facilities*

The proposed amendments relate to an area planned for industrial and compatible commercial development, therefore community services and facilities are not specifically relevant. Future development of individual lots may require consideration of appropriate amenity spaces or parks.

### 3.2.2 Demonstrate collaboration to coordinate with other member municipalities

The wider WH1ASP area borders Rocky View County on the west and the Town of Strathmore in the east. Both municipalities have been included in the external circulation of the proposed amendments.

### 3.2.3 Water, wetlands and stormwater

The existing WH1ASP and subsequent subdivision approval for Origin Business Park were supported by a Phase 1 ESA, Hydrological Study, Geotechnical Report and Stormwater Management Report that meets federal and provincial legislation. The Origin Business Park has had 75% of the area stripped and graded during initial construction in early 2008 and thus any areas of significance have been dealt with previously.

### **3.3.1 Development in Floodways**

There are no floodways in the WH1ASP area. Flood Hazard Map attached as Figure 1.

### **3.3.2 Flood protection in flood fringe areas**

There are no flood fringes in the WH1ASP area. Flood Hazard Map attached.

#### **3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages**

The WH1ASP is not located within an existing or proposed settlement area.

#### **3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities**

The WH1ASP is not located within an existing or proposed settlement area.

#### **3.4.2.1 Expansion of settlement areas in a contiguous pattern**

The proposed amendments to WH1ASP does not apply to lands adjacent to an existing or proposed settlement area.

#### **3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units**

The proposed amendments do not relate to residential development.

#### **3.4.2.3 Rationale for expansion of settlement areas that do not meet all components of Policy 3.4.2.1 and 3.4.2.2**

The proposed amendments do not relate to development outlined in Policy 3.4.2.1 or 3.4.2.2 of the IGP.

#### **3.4.3.1 New freestanding settlement areas**

The proposed WH1ASP amendments do not relate to a new freestanding settlement area.

#### **3.4.3.2 New freestanding settlement areas with 500 or greater new dwelling units**

The proposed WH1ASP amendments do not relate to a new freestanding settlement area.

#### **3.4.3.3 Rationale for new freestanding settlement areas with 500 or greater new dwelling units that do not meet all components of Policy 3.4.3.2**

The proposed amendments do not relate to development outlined in Policy 3.4.3.2 of the IGP.

### **3.4.4 Country Residential Development**

The proposed WH1ASP amendments do not relate to Country Residential Developments

#### **3.4.5.1 New employment Areas**

The proposed amendments make efficient and cost-effective use of existing and planned infrastructure and services by recommending the mixing of compatible uses in an area already proposed for development. The development area is currently underutilized and would benefit greatly from the introduction of supporting amenities such as a service station and food outlet. The diversification and

economic enhancement of this plan area is ideally located to avail of the Highway 1 transportation link and other local existing infrastructure.

#### **3.4.5.2 Connections to transit stations and corridors**

There are currently no transit facilities available to the development area, however the IGP has identified this stretch of Highway 1 as a Future Intermunicipal Transit Corridor.

#### **3.5.1.1 Mobility corridors**

The WH1ASP is located adjacent to Highway 1, stretching from the Wheatland County and Rocky View County boundary in the West to Strathmore in the East. The existing ASP and proposed amendments will avail greatly from its proximity to Highway 1. The proposed land uses are strategically directed at, and located for, servicing the travelling public on this corridor.

Future developments will conform to WH1ASP Landscaping and Development Standard policies to ensure high quality proposals befitting to their location and visibility to the national highway.

One map excluded labelling of the IGP identified mobility corridors: Existing Land Use Map #6. The map is included as Figure 2 with the appropriate labelling. The amendment to the WH1ASP did not include this labelling.

#### **3.5.2.1 Transmission Corridors**

The existing WH1ASP is not located on a water or wastewater Transmission Corridor. An existing power transmission line runs adjacent to the property aligned with Highway 1, this has been considered in the existing ASP.

Figure 1: Flood Hazard Map

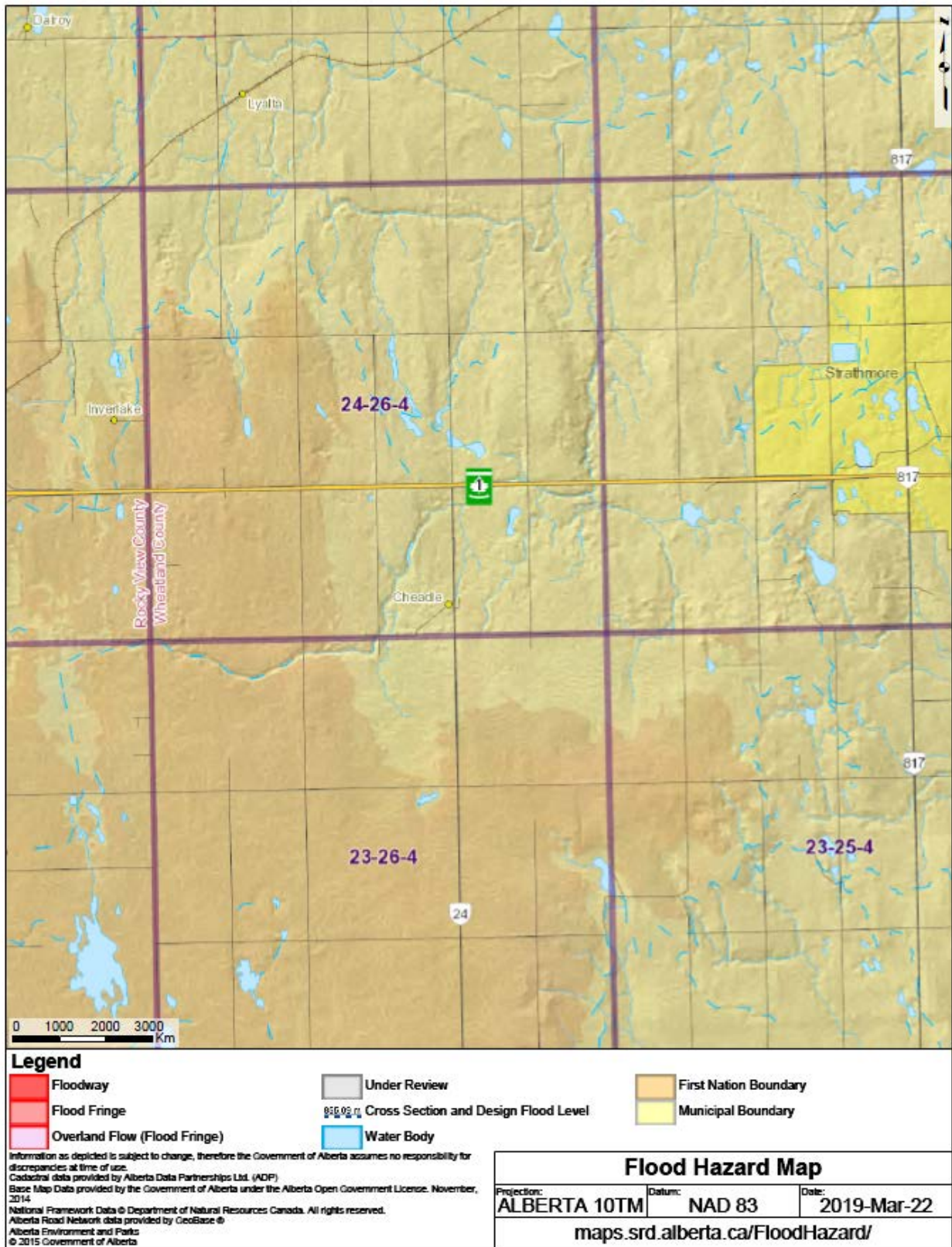




Figure 2

