

| Interim Regional Evaluation Framework (IREF) CMRB Administration Recommendation | |
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| Member Municipality | Wheatland County |
| Application Name | West Highway 1 Area Structure Plan (Amendment) |
| IREF Application Number | 2019-02 |
| Type of Application | Area Structure Plan Amendment |
| Municipality Bylaw # | Bylaw 2019-11 |
| Date of Application | June 3, 2019 |
| Date of CMRB Administration Recommendation | July 4, 2019 |
| CMRB Recommendation | |
| That the Board APPROVE IREF Application 2019-02, an amendment to the Wheatland County West Highway 1 Area Structure Plan | |
| <ul style="list-style-type: none"> • IREF Application 2019-02 is an amendment to the Wheatland County West Highway 1 Area Structure Plan (ASP). • The ASP amendment would enable the development of commercial services within a specific area of the ASP that is currently approved for industrial development. • The overall intention of the ASP amendment is to create a more mixed-use node of development within an approved employment area and to provide commercial services to the travelling public, local employment base, and rural residents. • The third-party consultant review, completed by ISL Engineering and Land Services, found the application to be consistent with the Interim Growth Plan (IGP) and the IREF. • CMRB Administration finds IREF Application 2019-02 to be consistent with the principles and policies of the IGP and Section 6.0 of the IREF, and recommends the application for approval. | |
| Attachment | |
| <ul style="list-style-type: none"> • ISL Engineering and Land Services, Third-Party Consultant Review | |

1.0 Background

On June 3, 2019, Wheatland County submitted Interim Regional Evaluation Framework (IREF) Application 2019-02, an amendment to the West Highway 1 Area Structure Plan. The proposed Bylaw, Bylaw 2019-11, has received two readings by Wheatland County Council.

The ASP amendment was submitted to the CMRB through IREF under Section 4.1 (d) which requires municipalities to refer “amendments and new statutory plans proposing less than 50 new dwelling units and located within 1.6 km of an adjacent municipality or a notification area, unless contained within an IDP” to the Board. Wheatland County and Rocky View County have an IDP under development which is not yet approved and in effect. As stated in Wheatland County’s staff report, Rocky View County and the Town of Strathmore were circulated the application.

CMRB Administration notified CMRB members of IREF application 2019-02 on June 3, 2019.

2.0 Third Party Evaluation

CMRB Administration obtained the assistance of ISL Engineering and Land Services (ISL) to evaluate the application with respect to the IREF requirements. The ISL evaluation (attached) reviewed the proposed ASP amendment in relation to the objectives of the Interim Growth Plan (IGP) and the IREF. The ISL evaluation found IREF Application 2019-02 to be generally consistent with the objectives of the IGP and IREF.

3.0 CMRB Administration Comments

CMRB Administration agrees with the IREF third-party consultant evaluation and supports approval of the proposed amendment to the West Highway 1 ASP proposed Bylaw No 2019-11.

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

The intent of the proposed amendment is to cluster a greater mix of uses within a specific area of the West Highway 1 ASP, located immediately adjacent to Highway 1. The amendment would allow for the development of commercial services for the travelling public, local employment base, and the local rural community. The amendment area is partially built out with a local road network already in place.

Highway 1 is identified as a Level 1 Highway (see Schedule 3: Mobility Corridors – Trade and Transportation) and a Future Intermunicipal Transit Corridor (see Schedule 4: Mobility Corridors – Transit and Active Transportation) in the IGP. As noted in the Wheatland County staff report, Alberta Transportation was circulated on the application and had no issues or concerns with the development.

The amendment area is currently serviced onsite with the potential for piped water and wastewater services provided by a regional system should they become available in the future.

Principle 2: Protect Water Quality and Quantity

A hydrological study and stormwater management report were completed for the ASP amendment area, known as Origin Business Park. An additional technical memorandum on stormwater management was prepared as part of the proposed ASP amendment. The memorandum confirmed that all stormwater management will be maintained on site (no offsite discharge) thereby maintaining off-site drainage patterns, existing runoff rates, and existing water quality. The proposed amendment conserves water by incorporating the use of stormwater for landscape irrigation and for the storage of water for fire protection.

Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities

The County notes that the proposed ASP amendment intends to create a node of more mixed use development within a specific area of the West Highway 1 ASP. It allows for additional commercial services for the travelling public, local employment base and local rural community in a location already planned for development.

Region-Wide Policies

Section 3.2.2 of the IGP states that “municipalities should collaborate to coordinate planning for land-use infrastructure, and servicing provision with other municipalities, where appropriate.” The proposed amendment area shares a boundary with Rocky View County to the west. The larger West Highway 1 ASP area shares a boundary with the Town of Strathmore to the east. Wheatland County and Rocky View County have an IDP that is under development, but it is not yet approved and in effect.

As stated in Wheatland County’s staff report, Rocky View County and the Town of Strathmore were circulated the application for their review and comment. This is consistent with 3.2.2 a) of the IGP which states that that collaboration may be demonstrated through the “circulation and review of technical studies.” As stated in Wheatland County’s staff report, Rocky View County and the Town of Strathmore were circulated the proposed ASP amendment and did not provide comment.

4.0 Recommendation

That the Board **APPROVE** IREF Application 2019-02, an amendment to the Wheatland County West Highway 1 Area Structure Plan.



June 14, 2019

Attention: Liisa Tipman, Project Manager - Land Use

Calgary Metropolitan Region Board

305, 602 – 11th Ave SW

Calgary, Alberta T2R 1J8

Dear Ms. Tipman:

Reference: IREF# 2019-02 for the West Highway 1 Area Structure Plan Amendment in Wheatland County

Please find attached the third-party Interim Regional Evaluation Framework (IREF) review of the West Highway 1 Area Structure Plan (WH1ASP) Amendment, referred to herein as "Application 2019-02."

It is our opinion that Application 2019-02 is generally consistent with the objectives of the Calgary Metropolitan Region Board (CMRB) Interim Growth Plan (IGP), being schedule A to Ministerial Order MSL:091/18.

Sue Paton, RPP, MCIP
Senior Planner
ISL Engineering and Land Services Ltd.



| 3.2 Region-wide Policies | |
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| 3.2.1 Principles, Objectives, and Policies | <p>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</p> <ul style="list-style-type: none"> • Encourages the integration of compatible commercial uses with industrial uses, supporting a greater mix of uses in the amendment area. • Access to the amendment area is provided local roads that connect to the adjacent Highway 1. • Highway 1 is identified as a future Intermunicipal Transit Corridor. <p>Principle 2: Protect Water Quality and Promote Water Conservation</p> <ul style="list-style-type: none"> • A Hydrological Study and Stormwater Management Report were completed for the Origin Business Park. • No off-site discharge of stormwater is permitted. • Piped water and wastewater servicing are currently not available on site. • All development must provide on-site water and wastewater servicing and must conform to provincial and federal legislation. • Stormwater is re-used for irrigation and some stormwater management facilities are used to store water for fire protection. • No floodways are located in the amendment area. <p>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</p> <ul style="list-style-type: none"> • Intensifies underutilized land by increasing the mix of uses permitted in the amendment area. • Aligns the WH1ASP more closely with policies in the County’s Municipal Development Plan (“MDP”), Regional Growth Management Strategy (“RGMS”), and Economic Development Strategy (“EDS”). • Promotes an increased diversity of uses. |
| 3.2.2 Demonstrate collaboration to coordinate with other member municipalities | <ul style="list-style-type: none"> • The WH1ASP shares boundaries with Rocky View County on the west and the Town of Strathmore on the east. • The proposed WH1ASP amendments were circulated to both Rocky View County and the Town of Strathmore and no comments were received. |

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| <p>3.2.3 Water, wetlands and stormwater</p> | <ul style="list-style-type: none"> • A Phase 1 ESA, Hydrological Study, Geotechnical Report and Stormwater Management Report were completed in support of the approvals for the original WH1ASP. • The WH1ASP does not permit off-site discharge of stormwater. • The WH1ASP includes environmental protection policies. • The WH1ASP includes policies with respect to stormwater management. |
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| 3.3 Flood Prone Areas | |
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| <p>3.3.1 Development in the floodways</p> | <ul style="list-style-type: none"> • There are no floodways in the WH1ASP area. |
| <p>3.3.2 Flood protection in flood fringe areas</p> | <ul style="list-style-type: none"> • Same as above. |

| 3.4 Development Types | |
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| 3.4.1 Intensification and Infill Development | |
| <p>3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages</p> | <ul style="list-style-type: none"> • Application 2019-02 is an amendment to an employment area within the County, located apart from any settlement area. • Section 3.4.1 does not apply to Application 2019-02. |
| <p>3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities</p> | <ul style="list-style-type: none"> • Same as above. |



| 3.4.2 Expansion of Settlement Areas | |
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| 3.4.2.1 Expansion of settlement areas in a contiguous pattern | <ul style="list-style-type: none"> Section 3.4.2 does not apply to Application 2019-02. |
| 3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units | <ul style="list-style-type: none"> Same as above. |
| 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 | <ul style="list-style-type: none"> Same as above. |
| 3.4.3 New Freestanding Settlement Areas | |
| 3.4.3.1 New freestanding settlement areas | <ul style="list-style-type: none"> Section 3.4.3 does not apply to Application 2019-02. |
| 3.4.3.2 New freestanding settlement areas with 500 or greater new dwelling units | <ul style="list-style-type: none"> Same as above. |

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| <p>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</p> | <ul style="list-style-type: none"> • Same as above. |
| <p>3.4.4 Country Residential Development</p> | |
| <p>3.4.4 Country Residential Development</p> | <ul style="list-style-type: none"> • Section 3.4.4 does not apply to Application 2019-02. |
| <p>3.4.5 Employment Areas</p> | |
| <p>3.4.5.1 New employment areas</p> | <ul style="list-style-type: none"> • The proposed amendment promotes an increased diversity of uses and intensifies an existing employment area by allowing primary commercial uses on lands currently identified for industrial development only. • The amendment area is supported by existing transportation and utility infrastructure. • Development will be serviced by on-site water and sewer systems until such time as piped water and sewer systems are available. |
| <p>3.4.5.2 Connections to transit stations and corridors</p> | <ul style="list-style-type: none"> • While the IGP identifies Highway 1 as a future intermunicipal transit corridor, the WH1ASP is currently without transit service and Wheatland County has no existing or planned transit facilities. |

| 3.5 Regional Corridors | |
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| <p>3.5.1.1 Mobility Corridors</p> | <ul style="list-style-type: none"> • The amendment area is within 1.6 km Highway 1 which is a Level 1 Highway and Existing High Load Corridor and Future Intermunicipal Transit Corridor. • The uses proposed for the amendment area are intended to provide services and facilities for those who reside in the area and travel the Highway 1 corridor. • The WH1ASP policies address mitigation measures to accommodate future transportation infrastructure including requirements for TIA updates during the development permit process and roadside development permits. • The WH1ASP policies require compliance with landscaping and development standards that apply to the Highway 1 corridor. |
| <p>3.5.2.1 Transmission Corridors</p> | <ul style="list-style-type: none"> • A power transmission line runs along Highway 1, adjacent to the northern plan area boundary and has been considered in the existing WH1ASP. |