

Interim Regional Evaluation Framework (IREF) CMRB Administration Recommendation	
Member Municipality	City of Airdrie
Application Name	West Hills Community Area Structure Plan
IREF Application Number	2019-06
Type of Application	Area Structure Plan
Municipality Bylaw #	Bylaw 22/2019
Date of Application	October 11, 2019
Date Application Complete	October 15, 2019
Date of CMRB Administration Recommendation	November 13, 2019
CMRB Recommendation	
Motion that the Board APPROVE IREF Application 2019-06, the City of Airdrie West Hills Community Area Structure Plan.	
<ul style="list-style-type: none"> • IREF Application 2019-06 is a proposed new Community Area Structure Plan (CASP) located in the west area of the City of Airdrie. • The proposed CASP covers 194 hectares (480 acres) of undeveloped land and will create approximately 3400 dwelling units supporting a population of approximately 9,180 people. • The development proposed within the CASP is generally residential in nature, providing a neighbourhood shopping node and encouraging a range of housing types. • The proposed ASP is located within 1.6 km of the City's municipal boundary with Rocky View County and is within the notification zone of the <i>City of Airdrie/MD of Rocky View Intermunicipal Development Plan</i>. • The third-party consultant review completed by Stantec found the application to be consistent with the Interim Growth Plan (IGP) and the IREF. • CMRB Administration finds IREF Application 2019-06 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"> • Stantec, Third-Party Consultant Review 	

1.0 Background

The City of Airdrie has submitted Interim Regional Evaluation Framework (“IREF”) Application 2019-06, the *West Hills Community Area Structure Plan* (“West Hills CASP”), Bylaw 22/2019. The Bylaw has received first and second reading by City of Airdrie Council and was the subject of a public hearing.

The proposed CASP was submitted to the CMRB through IREF under Section 4.1(b) which requires municipalities to refer “all new Area Redevelopment Plans (“ARPs”) and Area Structure Plans (“ASPs”) proposing employment areas and/or 50 or more new dwelling units” to the Board. The proposed CASP covers 194 hectares (480 acres) of undeveloped land and will create approximately 3400 dwelling units supporting a population of approximately 9,180 people.

CMRB Administration notified CMRB members of IREF application 2019-06 on October 15, 2019.

2.0 Third Party Evaluation

CMRB Administration obtained the assistance of Stantec to evaluate the application. The Stantec evaluation (attached) reviewed the proposed CASP in relation to the objectives of the Interim Growth Plan (“IGP”) and the evaluation criteria of the IREF. The Stantec evaluation found IREF Application 2019-06 to be generally consistent with the objectives of the IGP and IREF.

3.0 CMRB Administration Comments

CMRB Administration recommends the approval of the West Hills CASP, proposed Bylaw 22/2019.

3.1 IGP Section 2, Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure

Regionally significant mobility corridors are identified in *Appendix A* of the proposed CASP, including *Schedule 3: Mobility Corridors – Transportation and Trade*. There are no regional mobility corridors that directly interface with the plan area. There is one regional mobility corridor, Veteran’s Boulevard, within 1.6 km of the boundary of the plan area.

The City’s Transportation Master Plan (“TMP”) has identified a number of roadway network improvements to optimize the use of the existing road network and support the proposed development. *Section 4.4 Roads* of the proposed CASP notes that future stages of planning will refer to the City’s TMP (2014) for road classifications, capacities and targeted improvements for 24th Street and Yankee Valley Boulevard located adjacent to the plan area.

As shown on *Schedule 4: Mobility Corridors – Transit and Active Transportation*, there is a conceptual regionally significant higher order transit corridor located within 1.6 km of the plan area. The CASP contemplates the potential development of regional BRT or

LRT by identifying the need for a municipal right-of-way to accommodate a future utility and transit corridor along 24th Street, located on the east boundary of the plan area. This is addressed in *Section 4.5 Public Transportation* and *Section 4.6 Land Acquisition for Road Widening and Utilities* of the CASP. *Section 4.6* anticipates that “the future alignment of LRT and/or BRT will influence the amount of land required for future transportation needs dependent on population, size, width, configuration, and requirements for this corridor will need to be confirmed with future NSP application(s).” The conceptual location of the future transit and utility corridor is identified in *Figure 6: Land Use Plan* of the CASP.

3.2 IGP Section 2, Principle 2: Protect Water Quality and Quantity

As described in *Section 5.2 Stormwater Management* of the CASP, the stormwater management concept for the plan area is based on the principle of preserving the natural drainage direction of the land. Slopes within the CASP plan area drain east towards 24th Street and eventually discharge into Nose Creek. *Section 2.9 Nose Creek Watershed Management Plan* of the CASP notes that, “the Nose Creek Watershed Management plan was adopted in 2018 with the goal of protecting riparian areas, managing stream flows in the Nose Creek watershed, mitigating impacts of flood and drought, and improving water quality for water users and aquatic life.”

Section 5.2 Stormwater Management of the CASP indicates Nose Creek Watershed Water Management Plan peak flow and volume control targets will apply to the CASP area. Further details around stormwater management will be identified in future planning stages.

Section 3.6 Phase One Environmental Site Assessment of the proposed CASP calls for a hydrogeological assessment to be submitted at the Neighbourhood Structure Plan (NSP) stage of planning to provide a comprehensive evaluation of the potential impacts associated with development on natural ecological features and functions that are supported by underground water resources.

The CASP does not contain policies specific to water conservation but is generally consistent with Principle 2 of the IGP.

3.3 IGP Section 2, Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities

The plan encourages efficient growth and strong, sustainable communities by:

- Creating contiguous pattern of development;
- Achieving an efficient use of land;
- Proposing a neighbourhood shopping node within in the CASP area with an intent to provide accessibility to motorists, cyclists and pedestrians through roads and pathway connections;
- Encouraging a range of housing types including four-to-six-storey apartments, townhomes, row-homes, duplexes, villas, single family homes, and larger estate style homes;

- Connecting to, and optimizing, existing City utility and transportation infrastructure; and
- Establishing a policy framework for the dedication of lands for schools, including an approach to assembling lands for a high school.

3.4 IGP Section 3.2, Region-Wide Policies

Section 3.2.2 of the IGP requires, at a minimum, that municipalities “demonstrate collaboration to coordinate” on new Area Structure Plans or amendments to existing Area Structure Plans within 1.6 km of a neighbouring municipal boundary or an agreed upon notification area between member municipalities.

The proposed CASP is located within the *City of Airdrie/MD of Rocky View Intermunicipal Development Plan* notification zone. Consistent with Section 3.2.2 of the IGP, the City of Airdrie IREF application notes that “in keeping with existing IDP policies RVC was circulated and given an opportunity to provide feedback. In response to feedback from RVC, the CASP includes verbiage regarding the notification zone for the CASP as well as specific policy language requiring RVC to be circulated on the CASP and future NSPs within the plan area. At the NSP stage of planning additional details on interface and compatibility will be further discussed through an established stakeholder engagement process identified and agreed to between the City of Airdrie and RVC.”

3.5 IGP Section 3.4.2, Expansion of Settlement Areas

The proposed CASP is consistent with the policy 3.4.2.1 of the IGP which provides direction for the expansion of existing settlement areas. Residential development is the predominant land use type within the CASP area. The CASP includes provisions for areas of transit supportive density, neighbourhood landmarks, parks and school sites, slope adaptive housing, and a mix of housing types for a diverse range of residents.

IREF policy 3.4.2.2 includes additional requirements for any proposed expansion of an existing settlement area with 500 or greater new dwellings. As noted in the proposed CASP and in the City of Airdrie IREF application submission, the proposed CASP:

- Identifies a utility and transit corridor along the west side of 24th Street within the plan area to meet requirements for deep utility installation and future transit infrastructure,
- Plans for areas of transit supportive density in anticipation of upgrades to 24th street to accommodate future higher order transit such as a BRT or LRT,
- Provides public open space connections throughout the CASP plan area to meet active and passive recreational needs of the community, and
- Includes an internal collector roadway system designed to accommodate future public transit stops and routing, generally providing approximately 400 metre walking coverage for future transit access.

Further details will be determined through the Neighbourhood Structure Plan planning process. In the City of Airdrie, the Neighbourhood Structure Plan is an Area Structure

Plan as defined in the Municipal Government Act and would therefore be circulated to the CMRB through the IREF process.

4.0 Recommendation

That the Board **APPROVE** IREF Application 2019-06, the West Hills Community Area Structure Plan.

October 31, 2019

Attention: Jordon Copping, Chief Officer

Calgary Metropolitan Region Board

305, 602 11 Ave SW

Calgary, Alberta T2R 1J8

Dear Mr. Copping:

Reference: IREF# 2019-06 for the West Hills Community Area Structure Plan in the City of Airdrie.

Please find attached the third-party evaluation of the West Hills Community Area Structure Plan.

It is our opinion that the proposed plan is generally consistent with the objectives of the Calgary Metropolitan Region Interim Growth Plan being schedule A to Ministerial Order MSL 091/18.

Prepared by:

Alison Timmins, CAPM, ENV SP

Planning Consultant

Stantec Consulting Ltd.

Reviewed by:

Claire Woodside, M.Pl., RPP, MCIP

Planning Team Lead and Senior Planner, Senior Associate

Stantec Consulting Ltd.

Calgary Metropolitan Region Board Interim Regional Evaluation Framework	
Member Municipality	City of Airdrie
Application Name	West Hills Community Area Structure Plan
IREF Number	2019-06
Type of Application	New Plan
Municipality Bylaw #	B-22/2019
Date of Application	October 1, 2019
Date of Third-Party Review Report	October 31, 2019
Findings	
That the West Hills Community Area Structure Plan is consistent with the Interim Regional Evaluation Framework MSL: 091/18.	
Summary of Review	
<ul style="list-style-type: none"> • An application to adopt a new statutory plan, West Hills Community Area Structure Plan ("CASP"), was submitted by the City of Airdrie to the Calgary Metropolitan Region Board ("CMRB") for an Interim Regional Evaluation Framework ("IREF") review and evaluation. • The application is generally located along the west side of the city of Airdrie. • The plan is within 1.6 km (1 mile) of Rocky View County. • There are three regionally significant mobility corridors as identified by the Interim Growth Plan ("IGP") within 1.6 km of the plan area. • The purpose of the application was to request CMRB approval of the CASP that will provide a broad-based planning framework for new community development. • The review found that the West Hills CASP is generally consistent with the IREF MSL: 091/18. 	
Review Prepared by	
Alison Timmins, CAPM, ENV SP Planning Consultant Stantec Consulting Ltd.	

3.2 Region-wide Policies

3.2.1

Principles, Objectives,
and Policies

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

The plan:

- Utilizes existing latent sanitary servicing capacity.
- Encourages the integration of multiple plan buildouts to front-end infrastructure upgrades and efficiently use resources.
- Optimizes the use of two existing skeletal arterial roads, 24th Street and Yankee Valley Boulevard.
- Anticipates additional land requirements for municipal right-of-way to accommodate future Bus Rapid Transit ("BRT") and Light Rail Transit ("LRT") corridors.
- Anticipates higher density adjacent to a major arterial road and future BRT and LRT routes.
- Does not directly interface regionally significant transportation corridors within 1.6 km of the plan area, as identified in the IGP, including Highway 567.

Principle 2: Protect Water Quality and Promote Water Conservation

The plan:

- Aligns with peak flow and volume control targets in the Nose Creek Watershed Management Plan.
- Seeks to sustain existing riparian areas through complimentary land uses and dedicating portions as Environmental Reserve ("ER").
- Calls for a hydrological assessment at the Neighbourhood Structure Plan ("NSP"), which is still considered an Area Structure Plan in keeping with section 633 of the Municipal Government Act, stage to evaluate potential impacts associated with development.

Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities

The plan:

- Encourages designing with the land such as slope adaptive housing and servicing to apply the best use of landform as well as efficiency of infrastructure.
- Utilizes community design principles to enhance the social, environmental, and fiscal sustainability of the City and to support healthy, liveable, complete communities.
- Outlines a proposed land use concept to optimize existing infrastructure, promote the efficient use of land and resources, and protect open space and

	<p>environmental areas through a mix of ER and Municipal Reserve ("MR") dedication.</p>
<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<p>The plan:</p> <ul style="list-style-type: none"> • Is approximately 0.8km from Rocky View County's municipal boundary. • Is within the plan area of the existing Intermunicipal Development Plan ("IDP") between the City of Airdrie and Rocky View County. • Was circulated to Rocky View County with the opportunity to provide feedback. • Includes wording regarding the notification zone for the CASP as well as specific policy language requiring Rocky View County to be circulated on the CASP and future NSPs in response to Rocky View County's feedback.

<p>3.2.3 Water, wetlands and stormwater</p>	<p>The plan:</p> <ul style="list-style-type: none"> • Outlines a storm water management concept based on the principle of preserving the natural drainage of the area. • Aligns storm ponds with the existing drainage path, eliminating the need for mechanical pumps. • Integrates the existing drainage course (Site M) as a site feature (Policy 2.4.1 and 4.3.2.2) through ER and the delineation of a Special Study Area. • Identifies a permanent marsh in the drainage course using the Alberta Wetland Classification System.
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3.3 Flood Prone Areas	
<p>3.3.1 Development in the floodways</p>	<ul style="list-style-type: none"> • No rationale provided; it is assumed that the plan area is not located within a provincially identified floodway.
<p>3.3.2 Flood protection in flood fringe areas</p>	<ul style="list-style-type: none"> • No rationale provided; it is assumed that the plan area is not located within a provincially identified flood fringe area.

3.4 Development Types	
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"> The plan does not propose intensification or infill development. Section 3.4.1 does not apply to this application.
<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"> The plan does not propose intensification or infill development. Section 3.4.1 does not apply to this application.

3.4.2 Expansion of Settlement Areas	
<p>3.4.2.1 Expansion of settlement areas in a contiguous pattern</p>	<p>The plan:</p> <ul style="list-style-type: none"> • Is contiguous with existing urban communities along its eastern boundary. • Supports efficient use of land and provides for a mix of uses. • Integrates a pathway system to access existing and future community facilities. • Will utilize existing latent servicing capacity facilitated by oversized infrastructure located on adjacent lands. • Proposes a community node along the southern edge of the plan area, connected to Yankee Valley Boulevard, that will contain commercial, and potentially medium density residential, development.
<p>3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units</p>	<p>The plan:</p> <ul style="list-style-type: none"> • Is adjacent to existing urban communities and will provide approximately 3400 dwelling units. • Accommodates employment uses in the neighbourhood commercial node in the south of the plan area and will be accessible by multiple modes of transportation. • Provides for connectivity within the plan area and with existing communities through a pathway system. • Provides for a range of housing forms, which will be influenced by the topography of the land with higher density adjacent to the future LRT and BRT corridor on 24th Street. • Includes three elementary schools and a high school site that will benefit both existing and future communities.

<p>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</p>	<ul style="list-style-type: none">• Not applicable, the plan meets all components of Policy 3.4.2.1 and 3.4.2.2.
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3.4.3 New Freestanding Settlement Areas	
<p>3.4.3.1 New freestanding settlement areas</p>	<ul style="list-style-type: none"> The plan does not propose freestanding settlement areas. Section 3.4.3 does not apply to this application.
<p>3.4.3.2 New freestanding settlement areas with 500 or greater new dwelling units</p>	<ul style="list-style-type: none"> The plan does not propose freestanding settlement areas. Section 3.4.3 does not apply to this application.

<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"> The plan does not propose freestanding settlement areas. Section 3.4.3 does not apply to this application.
<p>3.4.4 Country Residential Development</p>	
<p>3.4.4 Country Residential Development</p>	<ul style="list-style-type: none"> The plan does not propose country residential development. Section 3.4.4 does not apply to this application.

3.4.5 Employment Areas	
<p>3.4.5.1 New employment areas</p>	<p>The plan:</p> <ul style="list-style-type: none"> • Proposes a neighbourhood shopping node with the intent of providing convenience shopping opportunities for residents. • Locates the neighbourhood shopping node along a major arterial roadway and will be accessible to motorists, cyclists, and pedestrians through roads and pathway connections.
<p>3.4.5.2 Connections to transit stations and corridors</p>	<p>The plan:</p> <ul style="list-style-type: none"> • Is designed to be future transit ready and provide an approximate 400 m walking radius to transit stops. • Proposes a neighbourhood shopping node to provide convenience shopping opportunities for residents. • Locates the neighbourhood shopping node along a major arterial roadway and will be accessible to motorists, cyclists, and pedestrians through roads and pathway connections. • Locates the neighbourhood shopping node within 1.6 km of the future BRT & LRT corridor on 24th Street that will abut the plan area.

3.5 Regional Corridors	
<p>3.5.1.1 Mobility Corridors</p>	<p>The plan:</p> <ul style="list-style-type: none"> • Is within 1.6 km of a Level 3 Highway (Highway 567), a Potential Future Higher Order Transit (HOT) Corridor, and a Public Intermunicipal Transit Corridor. • Identifies the above corridors on maps in an appendix document. • Does not address how the plan optimizes or mitigates adverse impacts to Highway 576 (Veterans Boulevard). • Does not directly address how the plan mitigates adverse impacts to the existing Public Intermunicipal Transit Corridor although it does address how the plan will optimize its adjacency to the future BRT and LRT corridor and the existing transit system in general. • Does not directly address how the plan optimizes or mitigates adverse impacts to the Potential Future HOT Corridor however, the plan anticipates placement of higher density development relative to the future BRT and LRT mobility corridor identified within the plan. • Provides for a range of density which may include four to six storey apartments, townhouses, and rowhomes, as well as single and semi-detached dwellings.
<p>3.5.2.1 Transmission Corridors</p>	<ul style="list-style-type: none"> • There are no regionally significant transmission corridors located within the plan area therefore Policy 3.5.2.1 is not applicable.