

Calgary—Chestermere Interface Intermunicipal Development Plan

Interim Growth Plan Alignment Statement

Interim Growth Plan Policies	Interface IDP Response	The Project Team’s Rationale
3.2 Region-wide Policies		
3.2.1 Principles, Objectives, and Policies	Does the proposed Interface IDP address the Principles, Objectives, and Policies of the IGP? <ul style="list-style-type: none"> • Yes 	<p>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</p> <p>The Interface IDP aligns with the principles in the Interim Growth Plan as it:</p> <ul style="list-style-type: none"> • reflects collaboration and coordination between The City of Calgary and the City of Chestermere; • optimizes the use of existing infrastructure when accommodating growth; • encourages the creation of mixed-use nodes; • supports future transit services; • encourages the protection and integration of existing natural features; • builds on regional mobility and transmission corridors; and • guides collaboration for future tasks and studies to implement the vision and core ideas for the plan area. <p>As shown in Map 1: Location Map, Range Road 284 (referred to as the Interface Street), is the main north-south connector, and 17 Avenue SE/Chestermere Boulevard is the main east-west connector. As shown in Map A1: Mobility Corridor: Transit and Active Transportation, these roads are part of, and connect with, the regional transportation network and are expected to support all modes of travel.</p> <p>Principle 2: Protect Water Quality and Promote Water Conservation</p> <p>The Interface IDP encourages the protection and integration of existing wetlands, drainage courses and tree stands to promote biodiversity, improve water quality, and provide recreational and gathering opportunities by incorporating them into the overall plan area design.</p>

		<p>Specifically, policies 16 and 17 of Section 2 Land Use Concept encourage the use of native vegetation, drought-tolerant landscaping and innovative stormwater management practices. In addition, policies 16 to 18 in section 6.4 Strategic Intermunicipal Coordination, provide for both municipalities to work together in matters of intermunicipal stormwater management and to mitigate adverse impacts on water quality, natural hydrology, riparian areas and habitats.</p> <p>The Belvedere ASP and The Waterbridge MASP, which are statutory plans for Calgary and Chestermere respectively, also apply to the Interface IDP plan area. These plans include policies that support water quality protection and promote water conservation in each jurisdiction.</p> <p>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</p> <p>The Interface IDP provides a long-term vision and development framework to create a vibrant, unique, and high-quality residential corridor with mixed-use nodes and gathering areas near natural features. Through various policies in Section 2 Land Use Concept, the Interface IDP promotes a mix of housing forms at different scales that respect the surrounding proposed scales and uses as set in the respective municipal policies and plans.</p> <p>“Creating vibrant mixed-use nodes” is one of the Values and Core ideas of the Interface IDP and it is supported by policies in Sub-section 2.2 Character Area 1: The Nodes, to promote high-density mixed-use developments with active uses at grade. The highest density is proposed at The Heart Node, which is located at the intersection with 17 Avenue SE/Chestermere Boulevard. This area will be served by Future Intermunicipal Transit as highlighted in Map A1: Mobility Corridors – Transit and Active Transportation.</p> <p>To support sustainable and healthy communities, policies in Section 3 Open Space, and Section 4 Mobility, provide for local and regional network linkages, supports the creation of a safe and consistent pathway system, and promotes various travel modes including biking, walking, driving and</p>
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		provides for future transit options. Section 2 Land Use Concept also includes specific sustainability consideration policies to promote a more environmentally friendly plan area.
3.2.2 Demonstrate collaboration to coordinate with other member municipalities	Did The City of Calgary and the City of Chestermere collaborate and coordinate, in accordance with applicable criteria of 3.2.2? <ul style="list-style-type: none"> • Yes 	<p>The Interface IDP was jointly completed by The City of Calgary and The City of Chestermere. The Interface IDP is a result of collaboration and coordination by the project team, which includes subject matter experts from both municipalities.</p> <p>To allow for consistency and efficiencies, during the development of the Interface IDP, the project team jointly engaged with:</p> <ul style="list-style-type: none"> • Rocky View County, as the neighbouring municipality, to discuss and coordinate the Interface IDP in relation to the Conrich and Janet ASPs, as well as to discuss networks and corridors. • The Province of Alberta, to discuss high-level details and alignment with the planned interchange at Highway 1 and other matters, as well as to discuss networks and corridors. • AltaLink (as the utility provider), to make sure the proposed land uses and heights adjacent to the power transmission line are compatible with utility regulations. Discussion also explored potential recreational uses in the Utility-Right-of-Way. • Landowners and developers in the area, to discuss potential amendments to existing outline plans and future opportunities for the plan area. <p>The policies included in section 6.4 Strategic Intermunicipal Coordination enable a collaborative and coordinated approach to completing tasks and studies of intermunicipal and regional interest. These policies and many others throughout the Interface IDP support two of the Values and Core Ideas as to “Acknowledging Uniqueness” and “Working Together”.</p>
3.2.3 Water, wetlands and stormwater	Does the proposed Interface IDP address the components of 3.2.3 including	The Interface IDP provides high-level direction for future collaboration on water servicing and stormwater management. Section 1.1 Plan Area and Attributes, acknowledges that the plan area contains wetlands and natural drainage corridors.

	<p>protection of source water quality, identification of wetlands, Regional Corridor Policy, and Mitigation? Does the plan address Regional Corridors Policies 3.5.1.1, and 3.5.2.1 of the IGP, if applicable?</p> <ul style="list-style-type: none"> • Yes 	<p>‘Protecting and Integrating Nature’ is one of the six elements listed in Section 1.4 Values and Core Ideas, and is supported by Section 3.2 Natural Features. The latter contains policies to protect and maintain hydrological and ecological connectivity across the intermunicipal boundary, and to support connectivity of infrastructure in ways that minimize impacts to natural features.</p> <p>Section 6.4 Strategic Intermunicipal Coordination, policies 16, 17 and 18, direct both municipalities to collaborate when identifying easements and rights-of-way to allow for intermunicipal wastewater, water and stormwater infrastructure servicing across municipalities; to collaborate in regional stormwater planning; and to minimize impacts to water quality, natural hydrology, and riparian habitats.</p> <p>Map A4: Transmission Corridors – Water, shows current and potential future intermunicipal water and wastewater transmission lines and Western Irrigation District system alignments. Map B1: Location of Major Natural Features shows locations of wetlands; drainage corridors; and a tree-stand in the plan area.</p>
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3.3 Flood Prone Areas		
3.3.1 Development in the floodways	Does the proposed Interface IDP protect provincially identified floodways from development? <ul style="list-style-type: none"> • N/A 	The entire Plan Area lies outside the Alberta floodway and flood fringe areas identified in the Alberta Environment and Parks Flood Hazard Mapping Application.
3.3.2 Flood protection in flood fringe areas	Does the proposed Interface IDP apply to lands that will result in development in a provincially identified flood fringe area? <ul style="list-style-type: none"> • N/A 	The entire Plan Area lies outside the Alberta floodway and flood fringe areas identified in the Alberta Environment and Parks Flood Hazard Mapping Application.

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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>	<p>Does the Interface IDP apply to lands within a city, town or village?</p> <p>Yes</p>	<p>The plan area extends 150 metres east and west of the Interface Street between the future alignment of Memorial Drive NE to the North and the future alignment of Peigan Trail SE to the South, as shown in Map 1: Plan Area. The western portion of the plan area is in The City of Calgary's jurisdiction and the eastern portion is in the City of Chestermere jurisdiction. Policies throughout The Interface IDP provide for an engaging intermunicipal interface between the two municipalities and allow for consistency along the Interface Street, specifically through policies in Section 5 Streetscape Elements.</p> <p>Section 2 Land Use Concept identifies three Character Areas. These areas have unique characteristics, consistent land uses (i.e. residential, mixed-use and industrial/commercial uses), promote a wide range of housing forms, and identify areas suitable for higher intensity (The Nodes).</p> <p>Policies included in Section 6 Intermunicipal Collaboration support existing agreements between both municipalities, enabling further collaboration in matters of intermunicipal and regional interest, as joint-efforts between Calgary and Chestermere, in consultation with Rocky View County and the Province of Alberta.</p> <p>17 Av SE / Chestermere Boulevard is where the highest intensity is located to support the Future Intermunicipal Transit corridor shown in Map A1 Mobility Corridor – Transit and Active Transportation.</p>
<p>3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and</p>	<p>Does the Interface IDP apply to lands within an existing settlement</p>	<p>N/A</p>

<p>other unincorporated urban communities within rural municipalities</p>	<p>area in a hamlet or other unincorporated urban community within a rural municipality?</p> <ul style="list-style-type: none"> • N/A 	
<p>3.4.2 Expansion of Settlement Areas</p>		
<p>3.4.2.1 Expansion of settlement areas in a contiguous pattern</p>	<p>Does the proposed Interface IDP apply to lands adjacent to an existing built-up or previously planned settlement area?</p> <ul style="list-style-type: none"> • Yes <p>If so, does the plan address Policies 3.4.2.1, if applicable?</p> <ul style="list-style-type: none"> • Yes 	<p>The Plan assumes contiguous expansion of development eastward on the Calgary side, and westward on the Chestermere side, with both sides meeting at the Interface Street to form a seamless transition of urban development across the intermunicipal boundary.</p>
<p>3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units</p>	<p>Does the proposed Interface IDP apply to lands adjacent to an existing built-up or previously planned settlement area?</p> <ul style="list-style-type: none"> • Yes <p>If so, does the plan address Policies 3.4.2.2, if applicable?</p> <ul style="list-style-type: none"> • Yes 	<p>Section 2.2 Character Area 1: The Nodes, contains policies to provide for horizontal and vertical mixed-use development of varying intensities at the three node locations. Policy 2 allows for institutional, civic, and recreational facilities at all nodes, as well as low-impact commercial, low-impact industrial, retail and consumer services. All these areas will provide employment opportunities and amenities for local residents.</p> <p>In addition to mixed-use development at the nodes, Section 2.3 Character Area 2: The Residential Corridor, allows for a mix of low-rise housing forms up to three storeys in height, including live-work units.</p>

		Section 3.1 Open Space provides direction for interconnected open space networks with pedestrian and cyclist infrastructure, seating and shade areas, and integration of open space networks with Natural Features. Section 4.2 Interface Street Layout, policies 12 to 16, provide direction for both local and intermunicipal transit routes, stop locations, and transit-supportive urban design.
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	Does the proposed Interface IDP align with the above policies? If not provide rationale why: <ul style="list-style-type: none"> • N/A 	N/A
3.4.3 New Freestanding Settlement Areas		
3.4.3.1 New freestanding settlement areas	Does the proposed Interface IDP apply to lands that are not contiguous to existing built or planned settlement areas?	N/A
3.4.3.2 New freestanding settlement areas with 500 or greater new dwelling	Does the proposed Interface IDP apply to lands that are not contiguous to existing built-up or planned settlement areas, and will result in 500 or greater new dwelling units?	N/A

<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>	<p>Did the applicant municipality provide rationale for a new freestanding settlement area that will result in 500 or greater new dwelling units that does not comply with all components of Policy 3.4.3.2?</p>	<p>N/A</p>
<p>3.4.4 Country Residential Development</p>		
<p>3.4.4 Country Residential Development</p>	<p>Does a proposal for new country residential areas, cluster country residential development, or infill and intensification of an existing country residential area result in development of 50 new dwelling units or greater?</p>	<p>N/A</p>
<p>3.4.5 Employment Areas</p>		
<p>3.4.5.1 New employment areas</p>	<p>Does the proposed Interface IDP apply to lands that will result in development of a new employment area?</p>	<p>The Interface IDP promotes new employment areas in two of the three Character Areas: The Nodes and The Transition. As noted in Section 2 Land Use Concept, these areas allow for mixed use, multi-residential, and institutional development, as well as single use development for commercial</p>

	<ul style="list-style-type: none"> • Yes <p>If so, do the proposed amendments: Make efficient and cost-effective use of existing and planned infrastructure and services?</p> <ul style="list-style-type: none"> • Yes 	<p>and industrial uses. The Residential Corridor area supports small scale business in the form of live-work units.</p> <p>One of the Interface IDP's Values and Core Ideas is "Creating an attractive and active pedestrian experience" and this is supported by policies throughout the Interface IDP. Specifically, policies in Section 4 Mobility, foster a safe, pleasant and consistent pedestrian friendly public realm to support the active uses at grade. On-street parking policies are also included to support the businesses along the Interface Street.</p>
<p>3.4.5.2 Connections to transit stations and corridors</p>	<p>Does the proposed Interface IDP plan for connections to existing and/or planned transit where appropriate?</p> <ul style="list-style-type: none"> • Yes 	<p>"Creating a well-connected street" is one of the Values and Core Ideas of the Interface IDP as it is recognized that the Interface Street is part of a regional network, as noted in Section 1.4.</p> <p>Map 2 Land Use Concept shows the potential intermunicipal transit connections along the plan area. Policies in Section 2 Land Use Concept and Section 4 Mobility guide the location and design of transit stops along the Interface Street.</p> <p>In addition, the Interface IDP recognizes the future Intermunicipal Transit route that would run along 17 Avenue SE/Chestermere Boulevard, which is included in Map A1: Mobility Corridors – Transit and Active Transportation.</p>

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3.5 Regional Corridors		
<p>3.5.1.1 Mobility Corridors</p>	<p>Is the proposed Interface IDP for lands within 1.6 kilometres of a regionally significant mobility corridor identified on Schedule 3 and/or 4 of the IGP?</p> <ul style="list-style-type: none"> • Yes <p>If so, do the amendments meet the requirements of Policy 3.5.1.1?</p> <ul style="list-style-type: none"> • Yes 	<p>The Plan Area is within 1.6 km of Highway 1 and 17th Avenue SE/Chestermere Boulevard intersection with the Interface Street. Both roads are existing regionally significant transportation and trade mobility corridors. 17th Avenue SE/Chestermere Boulevard is also a planned regionally significant transit and active transportation corridor that will connect the city centres of both Calgary and Chestermere.</p> <p>Map A1: Mobility Corridors – Transit and Active Transportation, identifies 17th Avenue SE/Chestermere Boulevard as an existing higher order transit corridor, with a future intermunicipal transit extension planned from East Hills in Calgary to the town centre of Chestermere and eastward through Chestermere to Rocky View County. Map A2: Mobility Corridors – Transportation and Trade, identifies the Trans-Canada Highway (Highway 1) as a Level 1 Highway and 17th Avenue SE/Chestermere Boulevard as a Level 2 Highway.</p> <p>Section 2.2 Character Area 1: The Nodes, optimizes the benefits of proximity to 17th Avenue SE/Chestermere Boulevard by concentrating the highest intensities of development and activity at this intersection with the Interface Street. Policies 10 to 16 in this section allow for development up to 10 storeys and supports pedestrian and open-space connections to the adjacent wetland, drainage course from this intersection.</p> <p>Section 2.4 Character Area 3: The Transition, optimizes the benefits of close proximity with Highway 1 by transitioning from a pedestrian-oriented streetscape to one that prioritizes safe and efficient transportation connectivity with the planned interchange for the Interface Street with Highway 1. Policies 1, 2 and 3 in Section 2.4 allow for an increased building height of six storeys, both mixed-use and single-use buildings, with low-impact industrial, retail, consumer services and commercial uses.</p>

		<p>Section 4.1 Interface Street Classification and Character, policies 1 to 6, require that the Plan Area be integrated with local and regional transportation networks, including connectivity to the local street network for all travel modes. Comfortable and safe pedestrian, cyclist, transit and motor vehicle travel is to be provided across the Plan Area for movement of both people and goods. Policies 12 to 16 provide for intermunicipal and regional transit stops along the Interface Street and crossroads, near the nodes and open spaces. Enhanced transit amenities and street furniture are required for transit stops adjacent to the Heart Node.</p>
<p>3.5.2.1 Transmission Corridors</p>	<p>Does the proposed Interface IDP include transmission corridor rights-of-way and/or related infrastructure identified on Schedule 5 and/or 6 of the IDP within the Interface IDP boundary? If so, does the proposed plan meet the requirements of policy 3.5.2.1?</p> <ul style="list-style-type: none"> • Yes 	<p>Map A3: Transmission Corridors – Energy, identifies the power transmission line that runs east-west through the Greenway Node of the Plan Area, as well as an abandoned sour gas pipeline south of 17th Avenue SE/Chestermere Boulevard.</p> <p>Map A4: Transmission Corridors – Water, identifies intermunicipal water lines at the north and south ends of the Interface Street, and intermunicipal waste water lines at the north end, south end and along the Interface Street. Section 2.2 Character Area 1: The Nodes, provides policy direction for an active transportation corridor along the power transmission line right-of-way. Policy 19 of Section 2.2 directs stakeholders to consult with the power transmission line utility provider for any development proposed adjacent to the utility right-of-way.</p> <p>Section 6.4 Strategic Intermunicipal Coordination, policies 9, 10 and 11, provide policy direction for developing agreements on scope, cost-sharing, data-sharing and consultation prior to beginning any technical studies or projects, including consultation with Rocky View County and the Province of Alberta. Policy 16 directs Calgary and Chestermere to collaborate in identifying easements and rights-of-way to allow for intermunicipal wastewater, water and stormwater infrastructure servicing across municipalities.</p>