

Interim Regional Evaluation Framework (IREF) CMRB Administration Recommendation	
Member Municipality	Rocky View County
Application Name	Rocky View County North Springbank ASP
IREF Application Number	2021-02
Type of Application	North Springbank ASP
Municipality Bylaw #	C-8031-2020
Date of Complete Application	April 21, 2021
Date Application Circulated	April 22, 2021
Date of CMRB Administration Recommendation	May 28, 2021
CMRB Recommendation	
That the Board APPROVE IREF Application 2021-02, the Rocky View County North Springbank Area Structure Plan	
<ul style="list-style-type: none"> • IREF Application 2021-02 is a new Area Structure Plan (ASP) for North Springbank. The North Springbank Area Structure Plan (NSASP) area boundary is generally defined by the Bow River to the north, Highway 1 to the south, the City of Calgary to the east, and Range Road 40 to the west. • The proposed North Springbank ASP (NSASP) supersedes portions of the Central Springbank Area Structure Plan, adopted in 2001, and all of the North Springbank Area Structure Plan, adopted in 1999. • The NSASP provides a framework for the development of approximately 5,261 ha (13,000 ac) with a planned population of 19,969 people. • The proposed plan includes a range of residential, business, and mixed-use forms including infill and cluster country residential, live-work and villa condo, business commercial and industrial, and institutional and community service uses. • Business commercial and industrial uses are generally located along the Range Road 33 and Highway 1 corridors within the NSASP plan area. • The third-party consultant review, completed by Situated, found the application to be consistent with the Interim Growth Plan ("IGP") and the IREF. • CMRB Administration finds IREF Application 2021-02 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"> • Third-Party Consultant Review, Situated 	

1.0 Background

Rocky View County (RVC) has submitted Interim Regional Evaluation Framework (IREF) Application 2021-02, the Rocky View County North Springbank Area Structure Plan (NSASP), proposed Bylaw #C-8031-2020. A complete application was submitted to the CMRB on April 21, 2021.

The proposed NSASP amendment was submitted to the CMRB through IREF under Section 4.1 (c) which requires that municipalities refer "all amendments to ASPs, IDPs, ARPs and ASPs proposing employment areas and/or 50 or more new dwelling units" to the Board. IREF 2021-02 provides a framework for the development of approximately 5,260.91 hectares (13,000.00 acres) with a planned population of 19,969 people. This total includes the existing population of 1,860 people (2018 data). The proposed NSASP also includes country residential infill, cluster residential, cluster live-work, hamlet and urban interface areas, business commercial and industrial employment uses, future expansion area, and institutional and community services. The business commercial and industrial uses are generally focused along the Highway 1 and Range Road 33 corridors.

Administration notified CMRB members of IREF Application 2021-02 on April 22, 2021.

2.0 Third Party Evaluation

CMRB Administration obtained the assistance of Situated to evaluate the application with respect to the IREF requirements. The Situated evaluation (attached) reviewed the proposed NSASP in relation to the objectives of the Interim Growth Plan ("IGP") and the evaluation criteria of the IREF. Situated found IREF Application 2021-02 to be generally consistent with the objectives of the IGP and IREF.

3.0 CMRB Administration Comments

3.1 *Efficient Use of Land*

Efficient Use of Land is a term used throughout the IGP, including in "Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities" which includes a stated objective to "Promote the *efficient use of land* and *cost-effective development*." As defined in the Interim Growth Plan, *efficient use of land* includes "pattern of land-use that minimizes over time the amount of land required for development of the built environment and may include, as appropriate to the local context, walkable neighbourhoods, a mix of land uses (residential, retail, workplace and institutional), multi-modal transportation access, and efficient and cost-effective servicing" (IGP Section 6, Glossary).

The NSASP promotes higher density forms of country residential development, including infill and cluster country residential infill, semi-detached and villa condo, as well as multi-residential developments within the Urban Interface Area. As noted in the County's IREF submission, IREF Evaluation Criteria Review, "A primary goal of the NSASP is to increase residential density and promote more efficient land use by moving away from traditional country residential acreages ...This is achieved by allowing and

encouraging cluster subdivision (Sections 6 and 7) and other urban forms of development (Sections 9 and 10)” (see page 3). In this way, the NSASP seeks to create a “pattern of land-use that minimizes over time the amount of land required for development of the built environment” within the context of the NSASP.

It should be noted that when comparing Map 4: Existing Land Use and Map 5: Land Use Strategy of the NSASP, the NSASP replaces a significant amount of land currently identified for agriculture with country residential, employment, and future expansion area uses (approximately 40 quarter sections of land identified for agriculture). Although the overall density of the proposed land uses is higher than existing patterns of country residential development, it is also much lower than many other development forms being planned and built throughout the CMR. The NSASP is of significant size and scale, planning for 19,969 people on approximately 5,261 hectares (13,000 acres) with a long-term build out for the plan area. In this way, the NSASP may not create “pattern of land-use that minimizes over time the amount of land required for development of the built environment.”

In making its recommendation for approval, CMRB Administration has interpreted *efficient use of land* within the context of the NSASP and the development which currently exists in that location. This interpretation is consistent with the submission by Rocky View County and the third-party review report.

3.2 Demonstration of Collaboration to Coordinate (IGP Policy 3.2.2)

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 ASP amendment area boundary is located adjacent to the Rocky View County’s municipal boundary with the City of Calgary.

Appendix D of the proposed NSASP provides a summary of the collaboration with the City of Calgary consistent with IGP Policy 3.2.2. Engagement began with the development of an agreed upon Intermunicipal Engagement Plan and occurred throughout plan development. In addition, Section 27 of the NSASP includes policies requiring that further collaboration at future stages of planning.

The collaboration process did not resolve the City of Calgary’s concerns in several areas, as noted in a letter from the City of Calgary included in the Rocky View County Council Report (see pages 704-706). The letter was provided as part of the IREF 2021-02 application materials and it available on the CMRB website. As stated in the letter, the City of Calgary’s outstanding concerns include:

- *Addressing impacts on Calgary infrastructure and services:* The City of Calgary requests additional policy to ensure there is no detrimental impact to infrastructure, services and facilities provided by The City of Calgary.

- *Need to identify priorities for growth:* The City of Calgary suggests there is a need for further growth management policies directing development and servicing in a comprehensive manner.
- *Source water protection:* The City of Calgary requests additional policy to support the sustainability of the region’s long-term drinking water supply.
- *Transportation impacts:* The City of Calgary requests additional policy to ensure that development proposals consider and mitigate the cumulative impacts on The City of Calgary’s transportation network.
- *Special Planning Areas:* The City of Calgary requests further meetings to clarify intent and provide additional policy language for these areas.

3.1 Consistency with the IGP and IREF

As outlined in the County’s submission and the third-party review, and in consideration of its own review of IREF 2021-02 application materials, CMRB Administration finds IREF Application 2021-02 to be generally consistent with the objectives of the IGP and IREF.

4.0 Recommendation

That the Board **APPROVE** IREF Application 2021-02, the Rocky View County North Springbank Area Structure Plan.

May 20, 2021

Attention: Jordon Copping, Chief Officer
Calgary Metropolitan Region Board
305, 602 11 Ave SW
Calgary, Alberta T2R 1J8

Dear Mr. Copping:

Reference: IREF#2021-02 for the North Springbank Area Structure Plan in Rocky View County

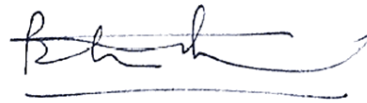
Please find attached, Situated's third-party evaluation for the North Springbank Area Structure Plan.

Should you have any questions, please do not hesitate to contact the undersigned.



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Situated Consulting

**INTERIM REGIONAL EVALUATION FRAMEWORK (IREF)
THIRD-PARTY REVIEW**

Member Municipality	Rocky View County
Application Name	North Springbank Area Structure Plan
IREF Number	2021-02
Type of Application	Area Structure Plan
Municipality Bylaw #	C-8031-2020
Date of Application	April 21, 2021
Date of Third-Party Review Report	May 20, 2021

Findings

Situated's review found that the North Springbank Area Structure Plan (IREF 2021-02) 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. The ASP defers information in certain sections to be addressed through future ASP amendments / local plans.

As per North Springbank Area Structure Plan policies (Section 25) growth within the plan area will utilize utility infrastructure within Rocky View County and the existing regional transportation infrastructure in accordance with technical studies prepared by qualified Municipal and Transportation Engineering consultants (MPE, ISL and Watt). Situated's scope does not include review of the technical studies.

The plan also leaves open the ability to connect to infrastructure within the City of Calgary should a joint servicing solution become available in the future. Section 26 identifies policies for further engagement with the City of Calgary for any applications adjacent to the City.

A letter from the City, included in the IREF application, indicates that the City is not supportive of the ASP.

Summary of Review

An application for the North Springbank Area Structure Plan was submitted by Rocky View County to the Calgary Metropolitan Region Board ("CMRB"), for an Interim Regional Evaluation Framework ("IREF") review and evaluation.

- The North Springbank Area Structure Plan provides long term statutory planning to guide the development within the Plan area.
- The North Springbank Area Structure Plan supersedes portions of the Central Springbank Area Structure Plan and the entire North Springbank Area Structure Plan.
- The application is for approximately 5,261 hectares of land. This area is south of the Bow River, straddles Highway 1, west of the City of Calgary and east of the Harmony Conceptual Scheme and Range Road 40.
- The goals for the ASP were based on policy direction of the IGP, Rocky View MDP, and Calgary Rocky View County Intermunicipal Development Plan.
- The North Springbank ASP focuses on country residential, infill cluster residential development and alternative development forms such as cluster live-work, business transition, business commercial, business industrial commercial, hamlet interface, urban interface and future expansion area.
- The application contains land within the Floodway and Flood fringe of the Bow River. The ASP recognizes and meets the CMRB requirements through policies that restrict development within the floodway and flood fringe.
- The plan area contains the following regionally significant corridors:
 - Level 1 Highway (201)
 - Level 3 Highway (563)
 - Private Intermunicipal Transit
 - Private Water Treatment Plants
 - Private Wastewater Treatment Plants
 - Intermunicipal Wastewater Pipelines
 - Power Transmission Lines
 - Gas Pipeline

Situated's review found that the North Springbank Area Structure Plan (IREF 2021-02) is generally consistent with the objectives of the Calgary Metropolitan Region Board (CMRB) Interim Growth Plan (IGP). The ASP defers information in certain sections to be addressed through future ASP amendments / local plans.

As per North Springbank Area Structure Plan policies (Section 26), growth within the plan area will utilize utility infrastructure within Rocky View County and the existing regional transportation infrastructure in accordance with technical studies prepared by qualified Municipal and Transportation Engineering consultants (MPE, ISL and Watt). Situated's scope does not include review of the technical studies.

The plan also leaves open the ability to connect to intermunicipal infrastructure within the plan area or within the City of Calgary should a joint servicing solution become

available in the future. Clause 26.7 addresses the possibility of utilizing existing infrastructure for plans which are adjacent to another municipality. Section 27 identifies policies for further engagement with the City of Calgary for any applications adjacent to the City.

A letter from the City, included in the IREF application, indicates that the City is not supportive of the ASP due to reasons summarized below:

- Plan does not respond to cumulative impacts of proposed growth on regional infrastructure including transportation and long-term drinking water supply
- Lack of growth management policies
- Scope of population increase without sufficient community services policies in place and lack of cost-sharing discussions between municipalities

3.2 Region-wide Policies

3.2.1

Principles, Objectives,
and Policies

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

- Policies in Section 20 promote connection to piped utilities for water and wastewater address the IGP objective of promoting integration of land use and infrastructure.
- Land Use map indicates an increase in intensity of use along regional mobility corridors of Highway 1 and in proximity to the Springbank Airport, optimizing the use of existing infrastructure when accommodating growth. These uses include Business Transition, Business Commercial, Business Industrial Commercial, Urban and Hamlet Interface.
- Land Uses identified on the Land Use Map 05 and associated land use policies support higher densities and higher intensity of use with consideration for cluster residential development and alternative development forms such as cluster live-work, business industrial, business commercial, hamlet interface, urban interface and future expansion area.
- Policy 20.2 requires regional transmission corridors to be identified and protected at the local plan stage.
- Policies in Section 26 require that phasing of development follows the availability of efficient, cost effective and environmentally responsible utilities.
- Policies in Section 27 state that growth within the plan area will utilize utility infrastructure within Rocky View County and the existing regional transportation infrastructure in accordance with technical studies prepared by qualified Municipal and Transportation Engineering consultants (MPE, ISL and Watt). Situated's scope does not include review of the technical studies.
- The plan also leaves open the ability to connect to infrastructure within the City of Calgary should a joint servicing solution become available in the future. Clause 26.7 addresses appropriate mechanisms to address cross boundary impacts on adjacent municipalities. Section 27 identifies policies for further engagement with the City of Calgary for any applications adjacent to the City.

	<p>Principle 2: Protect Water Quality and Promote Water Conservation</p> <ul style="list-style-type: none"> ○ The ASP contains several policies in Section 14 to recognize the importance of ecological systems within the Region. These include wildlife corridors, wetlands and riparian areas. ○ Section 14 policies identify that wetland protection shall be governed by County, Regional and Provincial Policy. ○ Policy 20.8 and 20.9 promote water conservation practices. ○ Policies in Section 18 and 21 promote low impact development and best management practices to protect water quality. ○ Policy 7.6 and policies in Section 24 prohibits new development in the floodway. <p>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities.</p> <ul style="list-style-type: none"> ○ The ASP supports intensification of use along Highway 1 and Range Road 33, the Springbank Airport, Harmony, and adjacent to the City of Calgary. ○ Land Use Map 05 and Section 7 and 9 provide for a range of development types within the ASP area. ○ Section 7 provides policies that support villa condo in cluster residential areas at 4 upa, and potential for higher density use within the urban interface area and hamlet interface area. Urban Interface identifies densities of 6-10 upa, and the Hamlet Interface identifies densities of 4-6 upa. ○ Section 8 provides policies for community services and facilities. Policy 8.1 state that Institutional and Community Services development shall be located in the areas identified on Map 05: Land Use Strategy. It is unclear what services are to be provided in the locations identified. <p>The ASP defers the following information to be addressed through future ASP amendments / local plans:</p> <ul style="list-style-type: none"> ○ Policies in Future Expansion Area: Section 10 provides criteria for amendment to the ASP once technical and regional planning information is available.
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	<ul style="list-style-type: none">○ Section 8 and 17 provide policy for community services however, it is unclear what services are to be provided in the locations identified. Provision, need and locations have been deferred to the local plan.○ There are a number of regional corridors within the plan area including power transmission lines and a gas pipeline. The plan does not reference constraints for developing in proximity to the transmission lines and gas pipeline within the ASP.
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<p>3.2.2</p> <p>Demonstrate collaboration to coordinate with other member municipalities</p>	<ul style="list-style-type: none"> ○ Engagement has been outlined in Appendix D of the ASP, specifically intermunicipal engagement is identified in Table 07. The City of Calgary has been engaged with through site visits, meetings, open houses, a technical workshop, and circulation of ASP drafts. This process is aligned with 3.2.2 of the IGP. ○ Section 27 identifies policies for further engagement with the City of Calgary for any applications adjacent to the City. ○ A letter from the City has been included in the IREF application. This letter indicates that the City is still not supportive of the ASP. They are not supportive for the following reasons: <ul style="list-style-type: none"> ▪ Significant transportation, servicing and stormwater impacts that could cause detriment to The City of Calgary ▪ Lack of growth management policies ▪ Scope of population increase without sufficient community services policies in place.
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<p>3.2.3 Water, wetlands and stormwater</p>	<ul style="list-style-type: none"> ○ Policies in Section 20 address water. Policies such as 20.8 promote water saving devices, 20.9 promotes stormwater reuse, 20.12 requires wastewater to meet Alberta regulatory requirements. ○ Section 21 addresses stormwater management and relies on the Springbank Master Drainage Plan prepared by MPE for additional policy and implementation. Situated’s scope does not include review of the Master Drainage Plan. ○ Policy 21.3 requires collaborating with adjacent municipalities to establish baseline conditions for infrastructure needs and environmental assets. ○ Policy 21.9 requires stormwater to be conveyed in a manner that protects downstream properties and preserves water quality of receiving water courses. ○ Policy 21.11 promotes bio-engineering techniques for volume control and water quality. ○ Policy 20.13 requires best management practices for stormwater which include source controls, stormwater reuse, LID etc. ○ Policy 20.15 supports lot level best management practices to reduce impervious surfaces. ○ Policy 14.9 requires that local plans identify wetlands using the Alberta Classification System. ○ Regional Corridors are identified on various maps within the ASP, although there is not a specific regional corridors map identifying all corridors. ○ Mitigation measures include a non-statutory action: Section 20 “Establish further tools and strategies to address regional source water concerns in partnership with other municipalities.”
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3.3 Flood Prone Areas	
<p>3.3.1 Development in the floodways</p>	<ul style="list-style-type: none"> ○ The North Springbank ASP is within the Bow River Floodway. ○ An entirety of Section 24 is dedicated to policies for Flood Risk Management. These policies prohibit new development within the floodway or flood fringe. ○ The ASP requires a flood risk hazard study be included with local plans. It also recommends locating more vulnerable developments in areas with a flood risk of less than 1:1000.
<p>3.3.2 Flood protection in flood fringe areas</p>	<ul style="list-style-type: none"> ○ The North Springbank ASP is within the Bow River flood fringe. ○ The ASP applies flood fringe standards to the 1:100 flood fringe and floodway, which aligns with the requirements in the MGA and in the IGP. ○ Policies 7.6 for residential development prohibit new residential development within the flood fringe.

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"> ○ Not applicable.
<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"> ○ Not applicable.

3.4.2 Expansion of Settlement Areas

<p>3.4.2 Expansion of Settlement Areas</p> <p>3.4.2.1 Expansion of settlement areas in a contiguous pattern</p>	<ul style="list-style-type: none"> ○ The ASP identifies an Urban Interface Area adjacent to the City of Calgary and a Hamlet Interface Area adjacent to Harmony on the Land Use map. ○ Policies 11.1 and 11.2 provide direction for both commercial and residential uses, with a range of residential development types identified for the Urban Interface Area. ○ Policies 11.3 and 11.4 provide direction for both commercial and residential uses within the Hamlet Interface Area. ○ Community nodes, servicing and community services and facilities have been deferred to the local plan.
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<p>3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units</p>	<ul style="list-style-type: none"> ○ The ASP identifies an Urban Interface Area adjacent to the City of Calgary and a Hamlet Interface Area adjacent to Harmony on the Land Use map. ○ As per Section 11 of the ASP Community nodes, servicing, transit and community services and facilities have been deferred to the local plan.
<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 enough information to answer.
<p>3.4.3 New Freestanding Settlement Areas</p>	
<p>3.4.3.1 New freestanding settlement areas</p>	<ul style="list-style-type: none"> ○ Not applicable
<p>3.4.3.2 New freestanding settlement areas with 500 or greater new dwelling units</p>	<ul style="list-style-type: none"> ○ Not applicable
<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"> ○ Not applicable

3.4.4 Country Residential Development	
3.4.4 Country Residential Development	<ul style="list-style-type: none"> ○ The ASP consists of approximately 2,028 ha of permitted infill country residential or cluster residential development. ○ 3.2.2, 3.2.3, 3.3 compliance is demonstrated as per comments in the respective sections of this review. ○ Regional Corridors are identified on various maps within the ASP, although there is not a specific regional corridors map identifying all corridors.
3.4.5 Employment Areas	
3.4.5.1 New employment areas	<ul style="list-style-type: none"> ○ The ASP identifies Business, Business Transition and Business Industrial/Commercial and Business Commercial along Highway 1 and Range Road 33 and at the interchange of Highway 1 and Range Road 31. ○ Several of these areas were previously identified in the approved Central Springbank ASP and Springbank ASP, the areas have now been extended north along Range Road 31 and Range Road 33. ○ Higher intensity uses in these areas make cost-effective use of existing infrastructure and interchanges along Highway 1. Additionally, employment areas are located in proximity to the Springbank Airport.
3.4.5.2 Connections to transit stations and corridors	<ul style="list-style-type: none"> ○ There is currently no public transit within the ASP area. There is private intermunicipal transit on Highway 1. ○ Policies in Section 18 encourage opportunities to connect to the regional public/private transportation system.
3.5 Regional Corridors	

<p>3.5.1.1 Mobility Corridors</p>	<ul style="list-style-type: none"> ○ Map 9 identifies the Mobility Corridors within 1.6 km of the ASP. ○ These corridors include a Level 1 highway (Transcanada/Highway1), a Level 3 (Highway 563), and the Springbank Airport ○ Private intermunicipal transit on Highway 1 is shown within the plan area. ○ The location of non-residential uses as per Map 05 optimizes proximity to the regionally significant mobility corridors. ○ Policy 18.6 identifies no new direct access shall be approved from the Plan area to Stoney Trail or Highway 1 unless otherwise determined to be necessary by the Province and County. ○ Policy 18.8 encourages opportunities to connect to a regional public/private transportation system where feasible. ○ Policy 18.2 and Appendix B of the ASP identifies that at the local plan a Traffic Impact Assessment shall be required to support road plan and design.
<p>3.5.2.1 Transmission Corridors</p>	<ul style="list-style-type: none"> ○ Map 1, Map 11 and Map 12 show the transmission corridors. ○ Within 1.6 km of the ASP there are several regionally significant transmission corridors these include: <ul style="list-style-type: none"> ○ Two private water treatment plants (CalAlta and Harmony Water Corridor (CalAlta) ○ Private Wastewater (Harmony) ○ Intermunicipal wastewater (Cochrane – Calgary) ○ Power Transmission Lines ○ Pipelines (natural gas lines) ○ The plan does not reference constraints for developing in proximity to the transmission lines or the gas line corridors within the ASP. ○ Policy 20.2 requires regional transmission corridors to be identified and protected at the local plan stage.