

Interim Regional Evaluation Framework – North Springbank ASP

IREF Section 6.0 – Evaluation Criteria

The proposed North Springbank ASP (NSASP) supersedes portions of the Central Springbank Area Structure Plan adopted in 2001 and, in its entirety, the North Springbank Area Structure Plan adopted in 1999.

The proposed NSASP outlines a vision for the development of North Springbank (Section 3) in relation to matters such as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An important point to note when assessing this application is that the NSASP requires, and provides guidance for, further statutory Plan amendments (Future Expansion Area and Local Plans). The requirements and details for Local Plan content are found in Section 26, Appendix B, and in several other sections. The NSASP requires Local Plans to be appended to the NSASP as a statutory amendment (Policy 26.8).

The NSASP policies and requirements have been drafted with the support of the below technical documents. These documents demonstrate that the land use strategy within the Plan is feasible, and that it aligns with the IGP’s vision for sustainable growth in the region.

- Springbank Master Drainage Plan; MPE Engineering Ltd. (adopted by the Growth & Priorities Committee May 3, 2016)
- Springbank Creek Catchment Drainage Plan; MPE Engineering Ltd. (December 2015)
- Springbank Environmental Constraints Review; Tannas Conservation Services Ltd. (September 2019)
- Springbank Servicing Strategy; ISL Engineering and Land Services Ltd. (October 2020)
- Springbank Transportation Network Analysis; WATT Consulting Group (October 2020)

3.2 Region Wide Policies	
3.2.1 Did the proposed Springbank Area Structure Plan address the Principles, Objectives, and Policies of the IGP?	
Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure	
Objectives: a. Promote the integration of land-use and infrastructure planning	The land use strategy (Section 6) implements the vision for the North Springbank ASP by detailing the physical organization of land uses in the Plan area. <ul style="list-style-type: none">• Policies that inform the hard infrastructure planning required to support the land use strategy are identified in Section 18 (Transportation), Section 20 (Utility Services), and Section 21 (Stormwater).

	<ul style="list-style-type: none"> • Soft services are guided by Section 8 (Institutional and Community Services), Section 14 (Natural and Historic Environment), Section 17 (Recreation, Cultural, and Community Services), and Section 23 (Emergency Services) • The integration of land use and infrastructure planning is principally achieved through the requirements of Sections 26 and 27 (Implementation, and Intermunicipal Coordination and Cooperation), and Appendix B. These sections provide the policy framework for the detailed planning of necessary infrastructure at the future planning and development stages.
<p>b. Optimize the use of existing infrastructure when accommodating growth</p>	<p>Transportation (Section 18) - This NSASP optimizes the use of the existing regional transportation network by directing all local traffic to existing connections to the regional transportation network. In doing so, regional infrastructure is protected by Policy 18.6, which prohibits direct access to Highway 1 unless otherwise determined to be necessary by the Province and County. Policy 18.7 promotes the identification of strong east/west collectors through the Plan area to accommodate local traffic and maximize efficient use of highway intersections.</p> <p>Utility Services (S. 20) - As per the IGP Principle 1(c), the NSASP encourages higher residential densities and more efficient use of a currently fragmented land base. This necessitates piped water and wastewater services. In some cases, the use of existing piped water infrastructure will continue, but upgrades/new infrastructure will be required as densities increase. The NSASP sets out the objective of providing piped services to new development and requires that all residential lots less than 1.98 acres in size be provided with a “piped or regional wastewater treatment system” (Policy 20.13).</p> <p>The ASP’s preferred servicing strategy is to utilise existing utilities (Calalta water plant and the Harmony water/wastewater treatment plants) within or adjacent to the ASP area to support efficient servicing provision.</p>

	<p>Stormwater (Section 21) – An objective of the stormwater management section is to maximize the use of existing natural stormwater drainage conveyance systems.</p> <p>Policies 21.10, 21.12, and 21.14 promote the use of Low Impact Development principles and Best Management Practices that protect water quality, and conserve water by allowing for reuse of stormwater. Collectively, the objectives and policy minimize the need for new piped infrastructure.</p>
<p>c. Encourage higher densities, greater intensity of use, the provision of community nodes, and the leveraging of transit service, where applicable</p>	<p>Density</p> <p>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.</p> <ul style="list-style-type: none"> • Section 6: “The land use strategy provides for a comprehensively planned community in North Springbank that reflects its existing country residential and agricultural base, but also moves towards alternative development forms.” <p>This is achieved by allowing and encouraging cluster subdivision (Sections 6 and 7) and other urban forms of development (Sections 9 and 10).</p> <p>Nodes</p> <p>The Plan provides for Institutional and Community Services by identifying a community core along Range Road 33, which links north and south Springbank (Section 8).</p> <p>Transit</p> <p>Country residential and cluster residential densities are not generally sufficient to support local or regional transit. However, for other proposed uses in the ASP, Policies 18.8 and 18.9 support opportunities to connect to a regional public/private transportation system, when feasible. Statutory local plans for the Hamlet and Urban expansion areas are required to explore transit options and “mechanisms to</p>

	<p>implement the construction of the transportation and transit network (Policy 11.5 (c and d)).</p> <p>Policy 27.4 b) requires local plans adjacent to the city of Calgary to address access agreements to community services including transit.</p>
<p>d. Protect the function of regionally significant mobility and transmission corridors</p>	<p>The NSASP identifies Highway 1 (Map 09 as a regionally significant transportation corridor, while Policy 18.6 prohibits direct access to Stoney Trail or Highway 1 unless otherwise determined to be necessary by the Province and County. Map 9 identifies a possible future interchange on Highway 1; this would be planned in collaboration with Alberta Transportation to support the Future Expansion Area and existing developments in and adjacent to Springbank.</p> <p>Section 20 (Utility Services), as noted within the objectives and Policy 20.2, requires the identification and protection of regional transmission corridors.</p>
<p>Principle 2: Protect Water Quality and Promote Water Conservation</p>	
<p>Objectives</p> <p>a. Manage the risks to water quality, quantity, and drinking water sources in accordance with federal and provincial legislation and regulation</p>	<p>To manage water quality and provide other environmental benefits, the NSASP is shifting focus from private sewage disposal systems to decentralized or regional disposal systems (Section 20). In doing so, a technical assessment was done to identify potential cost-effective piped systems, with their preferred general location shown in Maps 11 and 12.</p> <p>Section 20 objectives and Policy 20.5 also ensure potable water and wastewater systems are provided in accordance with federal and provincial legislation and regulation.</p>
<p>b. Promote water conservation practices</p>	<p>Policy 20.8 encourages the use of water saving devices in new development and states it should be addressed in local plans in accordance with County policies and standards.</p> <p>Policies 21.10, 21.12, and 21.14 (stormwater) promote the use of LID and BMPs that conserve water by allowing for reuse of stormwater.</p>

<p>c. Recognize the importance of ecological systems within the Region</p>	<p>Section 14 provides guidance on the protection of ecological systems:</p> <ul style="list-style-type: none"> • The NSASP identifies wildlife corridors and Policies 14.1 to 14.7 require their protection. • Policies 14.8 to 14.12 address the protection of wetlands. • Policies 14.13 to 14.17 address riparian protection. <p>The NSASP provides ecological preservation by supporting cluster development (Section 7), with the concurrent preservation of open space that has ecological value.</p>
<p>d. Prohibit new development in the floodway</p>	<p>Section 24 (Flood Risk Management) addresses floodway protection and prohibits development in the floodway and flood fringe (Policy 24.1). Prohibitions on Floodway development are also found in the County’s Land Use Bylaw (C-8000-2020) – Regulation 195 to 203.</p>
<p>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</p>	
<p>a. Promote the efficient use of land and cost-effective development</p>	<p>The NSASP increases residential density and promotes the efficient use of land by:</p> <ul style="list-style-type: none"> • Encouraging country residential infill development (Section 7), • Allowing residential cluster development with increased density while preserving open space (Section 7), and • Providing a framework for higher density residential development next to existing settlement areas (Section 11) <p>The Plan is cost-effective by using existing regional and local transportation infrastructure, using natural drainage for stormwater management, and utilizing existing water and wastewater infrastructure (CalAlta and Harmony utilities).</p>
<p>b. Recognize and complement the Region’s diverse community visions and desired scale of development</p>	<p>The NSASP reflects the County’s wider ongoing commitment to provide diverse development forms and communities within the CMR. The land uses propose to diversify an existing adopted country residential ASP with a range of more efficient commercial and residential uses, that blend with the existing community structure,</p>

	adjacent urban centre and regionally significant features (e.g. Springbank Airport and Highway 1).
c. Ensure settlement areas are planned and designed to encourage higher densities, appropriate to the local scale and context	The proposed settlement expansion areas (Section 11) are context sensitive with lower proposed density ranges (4 to 6 UPA) adjacent to the Harmony hamlet and higher proposed densities (6 to 10 UPA) adjacent to the city of Calgary.
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	<p>Mix of Uses</p> <p>The NSASP provides for a mix of residential, commercial, industrial and institutional uses (Map 05 Land Use Strategy).</p> <p>Range of Housing Types</p> <p>In keeping with the existing development form, single-family homes will be the primary residential housing type (Country Residential and Cluster Residential). However, the ASP also allows for:</p> <ul style="list-style-type: none"> • Low-maintenance housing (Villa Condos Section 7) – single and semi-detached homes; • Live Work Development (Section 7) - small scale commercial business combined with on-site dwellings; and • Urban Interface Area (Section 11) – multi-family dwellings will be needed to achieve the required Urban Interface Area (6 to 10 UPA) and Hamlet Interface Area (4 to 6 UPA). <p>Community Services</p> <p>The NSASP has been developed in conjunction with the South Springbank ASP, but also builds upon the institutional uses developed under the existing Central Springbank ASP.</p> <p>Range Road 33 in the proposed South Springbank ASP is identified as the community core (Section 8) that is suitable for Institutional and Community Services. The area already features existing educational, community, recreation, and religious assembly</p>

	<p>uses. The intention of the SSASP is to allow these existing uses to expand alongside complementary development to establish a focus for the Springbank community.</p> <p>In addition, Policy 8.3 allows for the consideration of institutional and community services in all land use areas, except in Infill Country Residential areas and Built-Out Residential areas, if the defined criteria is met.</p> <p>Transit</p> <p>Country residential and cluster residential densities are not generally sufficient to support local or regional transit. However, for other proposed uses in the ASP, Policies 18.8 and 18.9 support opportunities to connect to a regional public/private transportation system, when feasible. Policy 27.4 b) requires local plans adjacent to the city of Calgary to address access agreements to community services including transit.</p> <p>Local plan preparation for the Hamlet and Urban expansion areas requires the exploration of transit options and “mechanisms to implement the construction of the transportation and transit network” (Policy 11.5 c) and d)).</p>
<p>e. Ensure the provision or coordination of community services and facilities</p>	<p>The Springbank area has a Regional Recreation Facility and High School (Springbank Park For All Seasons). In addition, Policy 8.3 allows for the consideration of institutional and community services in all land use areas, except in Infill Country Residential areas and Built-Out Residential areas, if the defined criteria is met.</p>
<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	
<p>Did the municipality collaborate to coordinate planning for land use, infrastructure, and service provision with other member municipalities?</p> <ul style="list-style-type: none"> • where appropriate • within 1.6 km of the boundaries of the new area structure plan ...; 	<p>Yes.</p> <p>Appendix D details the Intermunicipal Engagement process with The City of Calgary. Engagement included a structured process, with an agreed upon engagement plan. Process steps included a site visit, multiple technical meetings, presentations to</p>

<ul style="list-style-type: none"> Is the coordination demonstrated through processes, and/or instruments ...? 	<p>elected City officials at Intermunicipal Committee meetings, and multiple opportunities to comment on technical documents and drafts of the NSASP.</p> <p>Section 27 of the NSASP (Intermunicipal Coordination and Cooperation) can be considered a statutory instrument that details further planning and communication requirements for local plans, redesignations, and subdivision as they arise in the NSASP area.</p> <p>The Rocky View County / City of Calgary Intermunicipal Development Plan is a second, higher-order statutory plan that requires collaboration, and the coordination of land use matters within Springbank. Detailed circulation requirements and dispute resolution processes are identified within the IDP.</p>
<p>3.2.3 Water, wetlands and stormwater</p>	
<p>Does the proposed statutory plan ...:</p>	
<ul style="list-style-type: none"> Protect source water quality and quantity in accordance with federal and provincial legislation and regulation, promote water conservation, and incorporate effective stormwater management; 	<p>Source Water Quality</p> <p>The NSASP:</p> <ul style="list-style-type: none"> requires wastewater disposal to adhere to provincial legislative and regulatory requirements (Policy 20.12); requires adherence to all provincial stormwater treatment legislation and regulations, and all applicable adopted master drainage plans (Policies 21.1, 21.3, 21.6); supports the continued collaboration to create strategies and planning tools for watershed management, with ensuing plan amendments as appropriate (Policy 20.2); and requires all lots less than 1.98 acres to connect piped or regional wastewater treatment system (Policy 20.13) and where a regional wastewater treatment system is not available, interim methods of sewage disposal must not discharge into either the Bow or Elbow Rivers, regardless of the amount of treatment (Policy 20.13).

	<p>Water conservation</p> <ul style="list-style-type: none"> • Policy 20.8 encourages the use of water saving devices in new development and states it should be addressed in local plans, in accordance with County policies and standards. • Policies 21.10, 21.12 and 21.14 (stormwater) promote the use of LID and BMPs that conserve water by allowing for reuse of stormwater. <p>Effective Stormwater Management</p> <p>Section 21 addresses stormwater management. Among other things, the ASP:</p> <ul style="list-style-type: none"> • requires adherence to all provincial stormwater treatment legislation and regulation (Policy 21.1, 21.2, 21.3, and 21.4); • provides for the protection of conveyance systems; and • requires BMPs including the use of LID techniques (Policy 21.10, 21.12, and 21.14).
<ul style="list-style-type: none"> • Adhere to the provincially identified wetland classification system, and incorporate measures to minimize and mitigate adverse impacts on wetlands; 	<p>Section 14 addresses the Natural Environment and contains policies on Wildlife Corridors, Wetlands, and Riparian areas.</p> <ul style="list-style-type: none"> • Wetland protection is guided by County, regional, and provincial policy (policy 14.8) and uses the Alberta Wetland classification system (Policy 14.9). • Stormwater Policy 21.11 ensures natural wetlands receive enough flow to maintain the integrity of the wetland. • The use of Cluster design encourages wetland protection. Their retention can be included as part of the 50% Open Space requirement.
<ul style="list-style-type: none"> • Address Regional Corridors Policies 3.5.1.1, and 3.5.2.1 of the IGP, if applicable; and 	<p>Yes</p> <p>See below for a discussion of 3.5.1.1, and 3.5.2.1</p>
<ul style="list-style-type: none"> • Provide mitigation measures and policies to address identified adverse impacts on existing or planned regional infrastructure, regionally 	<p>Yes</p> <p>See below for a discussion of 3.5.1.1, and 3.5.2.1.</p> <p>Section 8 (Institutional and Community Services) seeks to enhance community services and facilities by identifying Range Road 33 (in the proposed South Springbank ASP) as</p>

<p>significant corridors, and community services and facilities?</p>	<p>a community core continuing support for local and regional recreation services. The Recreation and Parks Master Plan (adopted 2021) also provides detailed guidance on the planning of community services and facilities, including intermunicipal partnerships. Policies within Sections 26 and 27 of the NSASP provide for further consideration of cross boundary impacts on infrastructure (hard and soft) and provides for appropriate mechanisms to be implemented at future planning stages.</p>
<p>3.3 Flood Prone Areas</p>	
<p>3.3.1 Development in floodways</p>	
<p>Does the proposed statutory plan protect provincially identified floodways from development (excepting uses with no permanent buildings, such as natural areas, outdoor recreation, parks, roads, bridges, utilities, aggregate extraction, and flood mitigation measures) for the following development types:</p> <ul style="list-style-type: none"> • Expansion of settlement areas; • New freestanding communities; • New country residential development areas; and • New employment areas? 	<p>Yes.</p> <p>Section 24 (Flood Risk Management) addresses floodway protection and prohibits development in the floodway and flood fringe (Policy 24.1). Prohibitions on Floodway development are also found in the County’s Land Use Bylaw (C-8000-2020) – Regulation 195 to 203, which prohibits development in the floodway except for:</p> <ul style="list-style-type: none"> • Roads and bridges, • Flood or erosion protection measures or devices, • Pathways that are constructed level with the existing natural grades, and • Recreation facilities, provided there are no buildings, structures, or other obstructions to flow in the floodway.
<p>3.3.2 Flood protection in flood fringe areas</p>	
<p>Does the proposed statutory plan apply to lands that will result in development in a provincially identified flood fringe area?</p> <p>If so, does the proposed statutory plan Include flood protection measures to mitigate risk at the 1:100-year flood event level?</p>	<p>Yes.</p> <p>The north side of the NSASP is adjacent to the Bow River and Bearspaw Reservoir.</p> <p>Yes.</p> <p>Development in the floodway and flood fringe are prohibited for a 1:100 event. Policy 24.3 provides direction that local plans partly affected by the floodway or flood fringe areas should include a flood hazard risk study, including hazard mapping, to</p>

	demonstrate that there is sufficient developable area for the proposal after excluding flood way and flood fringe areas, and provide recommendations on locating more vulnerable developments towards lower flood risk areas (greater than 1:1000, where possible).
3.4.1 Intensification and Infill Development	
3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages	
Does the proposed statutory plan apply to lands within a city, town or village?	No
3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities	
Does the proposed statutory plan apply to lands within an existing settlement area in a hamlet or other unincorporated urban community within a rural municipality?	No
3.4.2 Expansion of Settlement Areas	
3.4.2.1 Expansion of settlement areas in a contiguous pattern – ADJACENT TO THE HARMONY HAMLET	
Does the proposed statutory plan apply to lands adjacent to an existing built-up or previously planned settlement area? If so, does the statutory plan or existing statutory plan amendment:	Yes. The quarter section of land (Map 05) referred to as the Hamlet Interface Area (Section 11) is located adjacent to the Harmony Hamlet (not part of the NSASP). Harmony is a new Master Planned Community with a projected population of approximately 10,000 (current population 813). Harmony has a central community core with a mix of institutional uses. The Hamlet is under construction, is fully serviced and has a number of community services including a golf course and lake.
• Plan for and result in development in a contiguous pattern;	Yes. The quarter section is immediately adjacent planned development in Harmony.

<ul style="list-style-type: none"> • Provide for a mix of uses; 	Policy 11.3 calls for a mix of residential and commercial uses and provides general direction for their location. Further detail is deferred to the local plan stage.
<ul style="list-style-type: none"> • Provide access to a community node(s), planned at a scale appropriate to the development; 	The quarter section will access the central core of Harmony, which will serve as the main community core.
<ul style="list-style-type: none"> • Make efficient and cost-effective use of existing and planned infrastructure through agreements with service providers and connect to municipally owned, or franchised water and wastewater services; and 	Yes. The Hamlet Interface area will make use of the infrastructure used to service Harmony.
<ul style="list-style-type: none"> • Provide access to community services and facilities, or make efficient and cost-effective use of existing and planned community services and facilities through applicable municipal agreements with service providers at the appropriate time, where appropriate? 	Yes. Development in this area will make use of the services provided for in Harmony. Agreements will be deferred to the time of local plan preparation, land use amendment and subdivision.
3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units - ADJACENT TO THE HARMONY HAMLET	
<p>Does the proposed statutory plan apply to lands adjacent to an existing built-up or previously planned settlement area, that will result in 500 or greater new dwelling units?</p> <p>If so, does the statutory plan or existing statutory plan amendment:</p>	Yes.
<ul style="list-style-type: none"> • Comply with all components of Policy 3.4.2.1 of the IGP (above); 	Yes (see above).

<ul style="list-style-type: none"> • Provide employment uses, and community services and facilities; 	<p>Yes.</p> <p>The Hamlet area requires local commercial and is near to the Springbank Airport and associated employment area.</p>
<ul style="list-style-type: none"> • Provide access to community node(s) located in proximity to existing, planned and/or future transit; 	<p>The current population of Harmony is not sufficient to justify transit at this time; however, the NSASP does provide support for accommodation of appropriate transit opportunities and this will be relevant as Harmony continues to develop.</p>
<ul style="list-style-type: none"> • Connect to existing, planned and/or future local and/or regional transit and active transportation networks; 	<p>Policy 11.5 c) requires the exploration of transit at local plan preparation stage.</p> <p>Policy 11.5 d) requires Local plan preparation mechanisms to implement the construction of the transportation and transit network, where appropriate.</p> <p>Policy 18.9 b) requires local plans be designed to accommodate transit opportunities wherever possible.</p> <p>Harmony and area have an active transportation network and will be subject to the direction of the Active Transportation Plan (Section 16). Policy 16.1 requires future development to provide an interconnected system of open space and parks in general accordance with Map 08: Open Space and Active Transportation Connections.</p>
<ul style="list-style-type: none"> • Provide for a range of housing forms and options? 	<p>The housing form will be primarily single detached homes; however, the density requirement (4 to 6 UPA) will require semi-detached and accessory dwelling units. The Direct Control Bylaw for Harmony allows for single family detached, semi-detached, row housing, multi-family, and accessory dwelling units to the main home.</p>
<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>	
<p>Did the applicant municipality provide rationale for expansion of a settlement area that does not comply with all components of Policy 3.4.2.1 and 3.4.2.2? If so, does the proposed statutory plan provide a rationale</p>	<p>The proposed Harmony Interface Area meets the requirements of 3.4.2.1</p> <p>The proposed Harmony Interface Area meets IGP policy 3.4.2.2.</p>

3.4.2.1 Expansion of settlement areas in a contiguous pattern – **ADJACENT TO THE CITY OF CALGARY**

<p>Does the proposed statutory plan apply to lands adjacent to an existing built-up or previously planned settlement area?</p> <p>If so, does the statutory plan or existing statutory plan amendment:</p>	<p>Yes.</p> <p>The NSASP, related technical studies, existing infrastructure, and existing development set the stage for an urban expansion area that will transition from the City of Calgary’s West View ASP into rural residential development. The Plan provides a servicing solution using existing utilities (Harmony and CalAlta) and is proximate to regional transportation corridors. Within Springbank, there is planned development of a community node, supported by existing recreation facilities (Park for All Seasons), schools, and a developing employment area. The detailed accommodation of transit and additional shared services are required to be addressed at the Local Plan Stage and appended into the NSASP as they are approved.</p>
<ul style="list-style-type: none"> Plan for and result in development in a contiguous pattern; 	<p>Yes.</p> <p>The four quarter sections of land (Map 05) referred to as the Urban Interface Area (Section 11) are located adjacent to planned urban development within the city of Calgary (West View ASP).</p>
<ul style="list-style-type: none"> Provide for a mix of uses; 	<p>Yes</p> <p>The NSASP provides for a mix of commercial and residential uses that vary for the different quarter sections (Policy 11.1)</p>
<ul style="list-style-type: none"> Provide access to a community node(s), planned at a scale appropriate to the development; 	<p>In addition to the use of Range Road 33 as a community focal point, community nodes and services are to be identified at the local plan stage (Policies 11.5 and 27.5). Harmony will also act as a community node for the wider Springbank community.</p>
<ul style="list-style-type: none"> Make efficient and cost-effective use of existing and planned infrastructure through agreements with service providers and connect to municipally owned, or franchised water and wastewater services; and 	<p>Servicing capacity requires confirmation at the local plan stage (Policies 11.5 and 27.4) and Map 12 show connections to the expansion of the CalAlta and Harmony utility systems.</p>

<ul style="list-style-type: none"> • Provide access to community services and facilities, or make efficient and cost-effective use of existing and planned community services and facilities through applicable municipal agreements with service providers at the appropriate time, where appropriate? 	<p>Community nodes must be identified as part of the local plan preparation (policy 11.5)</p> <p>Local Plan development must address The City of Calgary access agreements to community services, including transit (Policy 27. 5 b).</p>
<p>3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units - ADJACENT TO THE CITY OF CALGARY</p>	
<p>Does the proposed statutory plan apply to lands adjacent to an existing built-up or previously planned settlement area, that will result in 500 or greater new dwelling units?</p> <p>If so, does the statutory plan or existing statutory plan amendment:</p>	<p>Yes.</p>
<ul style="list-style-type: none"> • Comply with all components of Policy 3.4.2.1 of the IGP (above); 	<p>Yes</p> <p>NSASP complies with policy 3.4.2.1 at a high level. Access to community services and transit requires agreement with The City of Calgary as part of local plan approval and amendments to the NSASP (Policy 11.5 and 27.5).</p>
<ul style="list-style-type: none"> • Provide employment uses, and community services and facilities; 	<p>Yes – the NSASP provides for a mix of commercial uses that vary from 30% to 80% of the gross developable areas for the different quarter sections (Policy 11.1). In addition, the Plan provides for an employment area in close proximity (land adjacent to the Springbank Airport, Land use Map 05).</p>
<ul style="list-style-type: none"> • Provide access to community node(s) located in proximity to existing, planned and/or future transit; 	<p>Required as part of the local plan preparation (Policies 11.5 and 27.5).</p>

<ul style="list-style-type: none"> • Connect to existing, planned and/or future local and/or regional transit and active transportation networks; 	<p>Required as part of the local plan preparation (Policies 11.5 and 27.5).</p>
<ul style="list-style-type: none"> • Provide for a range of housing forms and options? 	<p>To achieve densities of 6 to 10 UPA, a range of housing forms and options are required (Policy 11.2 d). Further detail is required by the NSASP at local plan stage.</p>
<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 ADJACENT TO THE CITY OF CALGARY</p>	
<p>Did the applicant municipality provide rationale for expansion of a settlement area that does not comply with all components of Policy 3.4.2.1 and 3.4.2.2? If so, does the proposed statutory plan provide a rationale</p>	<p>N/A</p>
<ul style="list-style-type: none"> • Policy 3.4.2.1 b) of the IGP to address why it is not achievable or appropriate in the local scale and context; 	<p>N/A</p>
<ul style="list-style-type: none"> • Policy 3.4.2.1 c) of the IGP to address why it is not achievable or appropriate in the local scale and context; 	<p>N/A</p>
<ul style="list-style-type: none"> • Policy 3.4.2.2 a) of the IGP to address why it is not achievable or appropriate in the local scale and context; 	<p>N/A</p>
<ul style="list-style-type: none"> • Policy 3.4.2.2 b) of the IGP to address why it is not achievable or appropriate in the local scale and context; 	<p>N/A</p>

<ul style="list-style-type: none"> Policy 3.4.2.2 c) of the IGP to address why it is not achievable or appropriate in the local scale and context? 	N/A
3.4.3 New Freestanding Settlement Areas	
3.4.3.1 New freestanding settlement areas	
Does the proposed statutory plan apply to lands that are not contiguous to existing built or planned settlement areas?	No.
3.4.3.2 New freestanding settlement areas with 500 or greater new dwelling units	
Does the proposed statutory plan 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?	No.
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	
Did the applicant municipality provide rationale for a new free standing 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?	N/A
3.4.4 Country Residential Development	
3.4.4 Country Residential Development	
Does a proposal for new country residential areas, cluster country residential development, or infill and densification of an existing country residential area	Yes.

<p>result in development of 50 new dwelling units or greater?</p> <p>If so, does the proposed development:</p>	
<ul style="list-style-type: none"> • Comply with all applicable components of Regionwide policies 3.2.1, 3.2.2, and 3.2.3 of the IGP; 	<p>Yes (see above).</p>
<ul style="list-style-type: none"> • Comply with Flood Prone Areas Policy 3.3.1 and 3.3.2 of the IGP, if applicable; 	<p>Yes (see above).</p>
<ul style="list-style-type: none"> • Comply with Regional Corridors Policies 3.5.1.1, and 3.5.2.1 of the IGP, if applicable? 	<p>Yes (see below)</p>
<p>3.4.5 Employment Areas</p>	
<p>3.4.5.1 New employment areas</p>	
<p>Does the proposed statutory plan apply to lands that will result in development of a new employment area?</p> <p>If so, does the proposed statutory plan</p>	<p>The NSASP does propose an additional employment area (Section 9) at the intersection of Highway 1 and Range Road 31 (Old Banff Coach Road). This additional employment area is consistent with the policies of the County’s adopted MDP (Policies 14.10 and 14.11), which support the provision of new Highway Business Areas subject to criteria; this criteria within the County’s MDP has been met.</p> <p>An existing employment area was developed as part of the existing North Springbank ASP (1999), Central Springbank ASP (2001), and Springbank Airport (Federal Jurisdiction). This employment area is focused on the Airport and nearby Highway 1 interchange at Range Road 33 and is identified in the County’s MDP as a Regional Business Centre (Springbank Airport) and Highway Business Area (Highway 1 and Range Road 33 intersection). The proposed additional Highway Business Area provides for a continuation of business uses east along the Highway corridor, providing a transition from country residential uses to the Highway and urban development within the city of Calgary.</p>

	<p>Growth of Highway Business Area uses along the Highway 1 corridor, and at the two aforementioned intersections, is compatible with existing and planned development and is intended to:</p> <ul style="list-style-type: none"> • meet current demand; • protect and enhance the key regional features of the Springbank Airport and Highway 1; and • provide a shift away from planned residential development adjacent to the Airport due to safety and noise considerations. <p>The NSASP also facilitates Live-Work (S. 7) development on two quarter sections adjacent to the employment centres described above. The intent is to transition from this employment area to residential uses to the south. Section 7 states it is to provide local services and employment opportunities and complement existing and proposed surrounding land uses.</p> <p>The NSASP also allows for Neighbourhood-Commercial/Retail in areas identified as institutional and community services, where appropriate (Policy 8.2).</p>
<ul style="list-style-type: none"> • Make efficient and cost-effective use of existing and planned infrastructure and services? 	<p>Yes</p> <p>Expansion of development around the Springbank Airport makes use of existing infrastructure including:</p> <ul style="list-style-type: none"> • Highway 1, • Range Road 33 interchange, • Existing utilities (Calalta Water line/plant and the Harmony wastewater treatment plant, as a major utility service (Map 11 and 12 and Servicing Strategy) • Airport Fire Station operated by the County.
<p>3.4.5.2 Connections to transit stations and corridors</p>	

Does the proposed statutory plan for development result in a new employment area:	Yes (see above).
<ul style="list-style-type: none"> Plan for connections to existing and/or planned transit where appropriate? 	<p>There is no existing or planned transit to the Springbank Airport employment area. The Airport does not operate as a passenger service airport and there is not a current transit demand.</p> <p>The NSASP does encourages and support opportunities to connect to a regional public/private transportation system when deemed feasible based on growth of the Plan area (Policy 18.8). Local plans are required to address transit connection opportunities (Policy 18.9).</p>

3.5 Regional Corridors	
3.5.1.1 Mobility corridors	
<p>Is the proposed statutory plan for lands within 1.6 kilometres of a regionally significant mobility corridor identified on Schedule 3 and/or 4 of the IGP?</p> <p>If so, does the proposed statutory plan</p>	Yes.
<ul style="list-style-type: none"> Identify the mobility corridor on maps; 	See Map 09: Transportation Network.
<ul style="list-style-type: none"> Demonstrate that the proposed land-use, built form and density optimizes the proximity and adjacency to regionally significant mobility corridors; 	<p>Urban and Hamlet Interface areas are located proximate to the Highway 1 transportation corridor. Both make use of existing interchanges (Map 9).</p> <p>All local plans must provide an updated traffic assessment (Policy 18.2) and conform to the Network Analysis supporting the NSASP (Policy 18.3)</p>
<ul style="list-style-type: none"> Provide mitigation measures and policies to address identified/potential adverse impacts on regionally significant mobility corridors? 	Section 18 of the NSASP provides several policies to mitigate impacts on County and Provincial transportation infrastructure. The supporting Network Analysis also identifies potential upgrades to County and Provincial infrastructure required to

	<p>accommodate future development identified within the ASP’s land use strategy. The ASP supports the provision of strong east/west collectors to ensure that use of Highway 1 intersections is efficient and the integrity of the corridor is maintained. Future transportation assessments are required at the local plan and subdivision stages to address the detailed volumes and potential impacts on transportation infrastructure and Policies within Sections 26 and 27 of the Plan promote the use of mechanisms to assess and address impacts on provincial infrastructure and that owned by partner municipalities.</p> <p>A potential interchange has been identified to provide additional access to Highway 1 if planned development requires this. Collaboration has been and would continue to be undertaken with Alberta Transportation in exploring this intersection or any other intersection upgrades required along Highway 1. Timing is dependent on demand associated with the development of the Future Expansion Area adjacent to the Springbank Airport; growth of the Harmony Hamlet (not in the ASP area); however, all local plans require traffic impact analysis and appropriate upgrades would be determined through the outcomes of these studies and consultation with Alberta Transportation.</p>
<p>3.5.2.1 Transmission Corridors</p>	
<p>Does the proposed statutory plan include transmission corridor right-of ways and/or related infrastructure identified on Schedule 5 and/or 6 of the IGP within the statutory plan area boundary? If so, does the proposed statutory plan</p>	<p>Yes</p>
<ul style="list-style-type: none"> Identify the transmission corridor rights-of-way or related infrastructure on maps; 	<p>Map 01: Plan Area Location - shows power transmission corridors Map 11: Water Servicing – shows CalAlta waterline to the Elbow River Map 12: Intermunicipal wastewater line between Cochrane and Calgary</p>

<ul style="list-style-type: none"> • Provide a rationale, servicing agreements, and supporting policies for crossing, accessing and/or connecting to regionally significant transmission corridor rights-of-way or related infrastructure; 	<p>The NSASP does not anticipate accessing regionally significant transmission corridors except for the water line that already services portions of the Plan area.</p> <ul style="list-style-type: none"> • Wastewater line: Development will not access the intermunicipal wastewater line between Calgary and Cochrane. • Water line to the Elbow River: Is part of the local servicing solution. <p>It is premature to provide serving agreement as the need to connect to existing regional water line, wastewater line, or power line (if required) has not been determined. The Servicing Strategy supporting the NSASP outlines the preference to connect to existing private utility providers in the Springbank area.</p> <p>Policy Guidance to ensure matters around connections and crossings are addressed at the Local Plan Stage include:</p> <ul style="list-style-type: none"> • Policy 20.2 The location of regional and local transmission corridors, utility rights-of-way and easements, and related line assignments, should be identified and protected at the local plan stage to the mutual satisfaction of the County, the developer, and the utility companies. • Appendix B – Local Plan Requirements <p>Local plans should address the following items: 7 - Water and wastewater servicing strategies, supported by applicable technical information required by the County. Such strategies should also include identification of any required rights-of-way to connect to regional or decentralized networks.</p>
<ul style="list-style-type: none"> • Provide mitigation measures and policies to address identified/potential adverse impacts on regionally significant transmission corridor rights-of-way or related infrastructure? 	<p>Any potential impacts on transmission corridors are addressed through the policies stated immediately above.</p>