

COUNCIL – AGENDA REPORT

Meeting Date: 17 May 2021

Subject: West Hills Neighbourhood Structure Plan (NSP) and amendment to the West Hills Community Area Structure Plan (CASP)

Boards Routed Through: Land Allocation Committee, Community, Services Advisory Board, Municipal Planning Commission

Date: 15 April 2021

Issue:

Council is being asked to give first and second reading to Bylaw No. B-21/2021, being a bylaw to adopt the West Hills Neighbourhood Structure Plan (NSP) and Bylaw No. B-22/2021, being a bylaw to amend the West Hills Community Area Structure Plan (CASP).

Background:

The City of Airdrie utilizes two types of statutory planning documents to guide future development. A Community Area Structure Plan (CASP) is a high level area structure plan that provides a broad-based planning framework for new community development. A Neighbourhood Structure Plan (NSP) is a detailed area structure plan that focuses on a smaller area within an approved CASP. The NSP addresses similar elements as the CASP, but in greater detail. The NSP is a more descriptive and detailed plan showing local street networks; the exact location of schools, parks and pathways; the distribution of housing types; architectural themes, and other community design matters. The proposed West Hills Neighbourhood Structure Plan (WH-NSP) is within the existing approved West Hills Community Area Structure Plan (WH-CASP), west of Sagewood.

Location Summary

The proposed WH-NSP is bounded by 24 Street to the east and is \pm 800 metres south of Veterans Boulevard. The Plan area encompasses \pm 65 ha (160 ac) of land owned by Minto Communities. This is the first NSP application received in the West Hills CASP, approved in December 2019. The CASP referenced a build out period of 5-6 years for this NSP area. The proposed WH-NSP is designed primarily as a residential community,

with 1,000 – 1,200 planned residential units and a future population of approximately 2,700 – 3,240 residents.

NSP Land Use Concept

The proposed WH-NSP is designed primarily as a residential community providing a mix of single family, multi-family, and mixed-use development. A copy of the land use concept is provided as **Attachment #1a: West Hills NSP**. Entrance into the community is from 24 Street. The WH-NSP proposes a Civic Node, recreation space and storm pond just north of the community entrance. Multi-family residential and a mixed-use area is proposed south of the community entrance and adjacent to 24 Street. The multi-family area is intended to incorporate opportunities for live-work units adjacent to the mixed-use area, which will contain some local commercial uses. The mixed-use area wraps around the corner of the entrance and 24 Street, activating and drawing pedestrians to the area – creating synergy with the future high order transit corridor (as defined by the CMR IGP and as discussed in the 2020 Transportation Master Plan). The sloped ridge at the south is identified as Environmental Reserve and is connected to the open space network. Additional multi-family residential is proposed in the western portion of the site. A portion of the area for a future high school site is located at the southwest corner of the NSP.

Minto has focused on an agricultural theme for the WH-NSP. The theme focuses on the rural heritage of the land and 'back to roots' sustainability, which is to be reflected in the built form and overall programming of this neighbourhood.

Topography and Design

The proposed WH-NSP topography is characterized as land that slopes from the southwest at its highest point generally towards the east of the quarter-section (see Figure 6: Slope Analysis of the NSP). There is an elevation difference of 63 metres over the entire site providing both unique design opportunities and challenges. Minto's intent is to preserve and work with the natural topography of the land to the greatest extent possible. This involves minimizing retaining walls and ensuring that roads and pathways do not exceed the maximum allowable grades. This naturally lends itself to more of a curvilinear design for the neighbourhood road structure and some use of cul-de-sacs.

Planning Review:

The proposed NSP provides a future framework for development that enables an efficient use of land and infrastructure, supporting surrounding uses and introducing additional amenities to the area. With the design of any residential Neighbourhood Structure Plan, Administration works with applicants to ensure that several key land use planning objectives are met. The following sections provides a higher level policy review, followed by the planning analysis of the Plan.

CMRB Interim Growth Plan (2018)

The NSP is in alignment with the principles, objectives and policies of the Calgary Metropolitan Region's Interim Growth Plan (IGP). The NSP directs higher density development and the civic node close to 24 Street, which is a High Order Transit corridor. A Transit Corridor is defined on page 7 of the IGP as: "Existing or planned dedicated right-of-way for transit vehicles (buses or trains) or a right-of-way for numerous different modes. Higher-order transit refers to transit that is high-speed, frequent, reliable, and comfortable. This may include heavy rail, light rail, and commuter transit service." The IGP Schedule 4 shows a potential high-level alignment from Centre Street in Calgary to Airdrie. The 2020 Transportation Master Plan refines this concept further by providing cross-sections for 24 Street as part of this network.

This is discussed under Section 11.3 Enhanced Transit Considerations and Section 11.4 Additional Transit Recommendations of the 2020 Transportation Master Plan. Directing density and activity along 24 Street contributes to the potential for future regional transit along this corridor. The NSP also incorporates opportunities for local food security, social interaction and an active lifestyle, elements of a sustainable residential community.

Inter-Municipal Development Plan (Statutory – 2001)

The NSP was circulated to Rocky View County in accordance with the principles of the IDP. The County's feedback is addressed under the Circulation Comments section of this report.

West Hills Community Area Structure Plan (Statutory – 2019)

Council adopted the West Hills Community Area Structure Plan (CASP) in December 2019. The CASP implements the goals and policies of the City Plan. The detailed policies in the CASP were developed through consultation with the landowners, the surrounding community, Administration, school boards, and other stakeholders. These policies are used to guide the WH-NSP under consideration for Council as Bylaw No. B-21/2021.

The CASP consists of three quarter-sections, each representing a future NSP. The CASP anticipates 3,400 units and 9,180 people. In accordance with the West Hills CASP, the proposed WH-NSP plan area forms the first phase of development. Figure 7 Land Use Plan and Figure 9 Rendered Site Plan identify a number of elements that are to be located within the NSP including a civic node, portion of a high school site, an elementary school (see CASP amendment section), local commercial/residential area (see CASP amendment section), a storm pond, an Environmental Reserve area, pathways, and open space.

City Plan (Statutory – 2014)

Map 2 (Future Growth Areas) of the City Plan identifies the Plan area as predominantly residential land use. As such, the proposed NSP is evaluated primarily against the policies in Chapter 6 Community Design and Development in the City Plan.

Housing Mix and Residential Density:

In accordance with the City Plan, the West Hills CASP requires an average minimum residential density of 20 units per gross residential hectare (8 units per acre) in the CASP area. The West Hills NSP proposes an anticipated total of 1000 – 1200 residential units, as identified in Table 1 of the NSP. The unit counts equate to an anticipated density of 17.29 – 20.74 upha (6.99 – 8.40 upa) which meets the policy requirement.

Policy 6.15 of the City Plan requires that at least 30% of the housing stock within a Neighbourhood Structure Plan (NSP) area should be comprised of a mix of duplex, semi-detached, townhome, apartment and other attached housing styles. The proposed NSP provides 40-42% of the total housing units as multi-family units, which will likely take the form of townhouse condominium units and some low- to medium-rise apartment buildings depending on market demand.

Policy 6.16 of the City Plan also states that small and narrow lot single-detached development, as defined in the Land Use Bylaw (LUB), should not exceed 35% of the housing stock within a Neighbourhood Structure Plan area. A small lot is defined in the LUB as 10.36 m (34 feet) wide. Narrow Lot Single Family Detached units are anticipated to make up 29% of the total housing units, meeting this policy requirement. The Plan contains additional policy that will ensure that this will be monitored and implemented at

the land use amendment and subdivision stage as the community is built out. Minto has demonstrated to the satisfaction of Administration that laned product is difficult to achieve in most part of the NSP area without requiring a considerable level of grading and retaining walls.

Environmental Considerations:

An Environmental Impact Assessment (EIA) submitted in accordance with the City's application requirements did not indicate the presence of any wetlands or waterbodies. There is an unnamed tributary of Nose Creek identified northeast of the site within the NE 10-27-01 W5M. No overland flow or channelization between the tributary and the NSP area was observed. Open space has been incorporated into the northeast corner to accommodate any setback required from slope along the tributary.

No significant concerns were identified through the Environmental Site Assessment (ESA) from the previous agricultural uses on the site. A Phase II ESA was completed and recommendations for work will be addressed under the supervision of an Environmental consultant prior to redevelopment of the site. No further investigation was recommended.

Parks, Open Spaces and Schools

The Municipal Reserve Dedication is calculated as follows. The **Gross Total Area** of the Plan is **± 64.79 ha/160.09 acres**. A portion of 24 Street, the Environmental Reserve and the entire High School Site is then deducted from this total leaving a **Net Developable Area** of **±58.56 ha/143.05 ac**. 10% of the Net Developable Area is the MR dedication required, which in this case is **±5.86 ha/14.30 acres**.

The amount of MR credit dedicated in the NSP is **±5.49 ha/13.57 ac**, which represents 9.4% of the Net Developable Area. This means that **±0.37 ha/0.73 ac** is still owing. Administration supports deferring this MR to the west quarter-section where the majority of its 10% MR will likely be used for the Joint-Joint Use Site.

Upon review of the Land Use Concept and Open Space Plan (Figure 8. Municipal Reserve Concept and Figure 9: Rendered Site Plan of the NSP) it is evident that the municipal reserve allocation is very linear. This is to facilitate the extensive pathway system throughout the neighbourhood and the passive activity of collecting and consuming the produce from the edible landscaping in keeping with the urban agricultural theme of the neighbourhood.

Parks and Planning support the linear MR allocations for passive pathway and recreation use, as well as for edible landscaping opportunities. Further, due to topography, facilities such as sports fields would likely be very challenging to achieve. The area towards the northeast closer to 24 Street is flatter, and Minto has consolidated approximately one (1) acre of Municipal Reserve north of the civic node for a multi-use pickle ball court, a playground and passive open space. Parks will maintain this open space area.

The area above the pond's high-water level surrounding the storm pond is identified as MR in accordance with section 3.2 of *Municipal Reserve Policy Dev 05-C*. The NSP document shows the proposed Environmental Reserve (ER) dedication as **±2.36 ha/5.83 ac**. Due to the site grades, the exact area of the ER and MR dedication will be confirmed at the subdivision stage.

The proposed regional pathway design provides connections throughout the community and to the adjacent future communities. The plan incorporates the future regional pathway along 24 Street as part of the community design.

The Village Node

The Village Core comprises the area north and south of the entrance and serves as an organizing principle for this nodal type of development. This area is composed of a civic node and a park space.

Civic Node

The Civic Node is a key amenity feature in the proposed WH-NSP (Section 4.2 of the NSP). Minto has incorporated the Civic Node into their theme and envision it to contain a building that can accommodate a range of community activities. Other uses envisioned for the node and surrounding area may include: “greenhouses, farmers market, coffee shop, makerspace, artisan studios, community engagement space, vertical farming, community gardens, childcare, areas for passive and active play, and flex space (flexible areas for multiple purposes) and educational amenities.” Minto proposes this node on ±0.67 ha/1.66 ac of private land, operated by a Homeowners Association. The Civic Node is intended to be accessible to the public and the maintenance and management of the Civic Node is to be by the Homeowners Association.

Environmental Reserve

There is a prominent slope and ridge at the southern portion of the plan. The NSP illustrates the areas that exceed 15% slope and identify them as Environmental Reserve (ER) per City Plan policy.

School Sites

The existing, adopted WH-CASP shows a portion of the high school site in the southwest corner of the subject site and an elementary school site in the northeast corner of the proposed NSP area. Per the adopted CASP, the high school site is to be shared with the three other adjacent quarter-sections.

However, given the topographical constraints of the site, the WH-NSP shows no elementary school site within the plan area and the proposed the WH-CASP amendment proposes to combine two elementary school sites at the western edge of the West Hills NSP on the adjacent lands (located on the SW 10 27-1-W5M, also owned by Minto.)

The Land Allocation Committee (LAC) supports this design, with the understanding that the elementary schools site would be serviced (on the adjacent quarter-section) at the time the collector and servicing is extended to the future reservoir on the SW 10 27-1-W5M. LAC also requested that policy be included in the NSP stating that any required MR not provided as land in the subject NSP be accepted by the City as deferred reserve to the adjacent quarter-section containing the future school sites (additional commentary from LAC is provided under the “Boards Routed Through” section of the report). The proportion of the future high school land assembly site in its southwest corner remains unchanged.

Transportation Considerations:

Regional Street Network

The regional street network consists of 24 Street, classified as an arterial road that borders the site along the east boundary of the WH-NSP. This arterial road connects to Veterans Boulevard (800 metres to the north) and Yankee Valley Boulevard (1.6 kilometres to the south), which are both classified as arterial roads.

As part of the WH-NSP TIA, the 2016 Bayview/Bayside TIA and the 2020 Transportation Master Plan were reviewed to determine the planned background road network improvements. At the time of full build out for the proposed NSP, 24 Street will need to be a four-lane facility to accommodate existing growth (this includes future growth of other areas, not only development of the proposed WH-NSP). Additional improvements along Veterans Boulevard and Yankee Valley Boulevard have also been identified to support the planned growth as identified in the accepted Bayview/Bayside TIA.

Local Transportation Network

The NSP has one primary access from 24 Street, which runs east-west and connects to the adjacent quarter-section to the west. This collector distributes the local traffic internally on residential roads. A north-south collector provides connectivity with the future NSP areas to the south in the CASP. Customized road cross-sections have been created to accommodate unique circumstances, such as the wider 2.5 metre multi-use pathway along the collector on the north side and the separate sidewalks on both sides of the residential streets. The collector road has the unique characteristic of incorporating a linear open space on either side.

Active Transportation Network and Pathways

The active transportation network consists of local pathways, regional pathways and a “pathway loop”. The “pathway loop” is a regional style pathway that connects the north collector regional pathway and loops around the community aligning adjacent to the ER and connecting back east to the 24 Street regional pathway system. Minto plans to incorporate fruit bearing trees and berry bushes along the pathway loop to support the agricultural theme.

The WH-NSP is also designed to incorporate the city-wide linear regional pathway system for non-motorized recreational and transportation purposes/movements. The regional pathway is typically 2.5 to 3.0m wide, asphalt, and designed as a multi-use amenity. Currently an east-west regional pathway is proposed to link into the “pathway loop.” A regional pathway along both sides of 24 Street is planned within the future right of way. The regional pathway system within the NSP ties into this regional network and connects the communities west of future 24. As such, the NSP regional pathways will be accessible to communities east and west of the future HOT (as defined by the CMR IGP and refined in the 2020 Transportation Master Plan).

Pending the grading review at the subdivision stage, the pathway will most likely be a switchback pathway due to grades.

The WH-NSP proposes local pathways that are typically asphalt and 2.0 metres wide, providing secondary routes within communities and linking residential areas to facilities such as neighbourhood parks, schools, and other local community destinations.

The WH-NSP aims to prioritize active transportation over car use. Therefore, connectivity is paramount. The connectivity index is a metric used for measuring connectivity in a neighbourhood. This has been calculated in accordance with the City's TMP for both vehicular and active modes. The City's 'Complete Streets Toolbox' establishes the following connectivity targets: 1) Street Connectivity Index Target – 1.4 and 2) Active Mode Connectivity Index Target – 1.6. The Transportation Impact Assessment (TIA) submitted in support of the NSP arrived at a street connectivity index of 1.52 for the NSP which exceeds the City's target of 1.4. For the active transportation network, the TIA arrived at an index of 1.92 which exceeds the City's target of 1.6. The pathway network is illustrated in Figure 9: Rendered Site Plan of the NSP.

Transit

In terms of transit, 24 Street has been identified as a High Order Transit corridor (as defined by the CMR IGP and as discussed in the 2020 Transportation Master Plan). Accordingly, a southbound transit stop has been identified along the Plan area on 24 Street. Extensive effort has been made to locate density as close as possible to this corridor. Other than the regional pathway intersection along the collector at the entrance to the community, pedestrians can penetrate through the residential areas north and south of the collector directly to 24 Street. There is a maintenance road accessing 24 Street north of the pond that can be shared with pedestrians. Along the south of the proposed neighbourhood commercial, pedestrians will gain access to 24 Street via internal sidewalks or a walkway. Commercial developments generally provide public access.

Transit stops have been identified throughout the community within 200 m and 400 metre radii of residences (see Figure 19 Walkability).

Servicing Considerations:

Storm Infrastructure

Storm servicing will be provided through the construction of an on-site wet pond with controlled discharge to the north into the unnamed creek and ultimately through the Sagewood canal system. Stormwater will be piped by gravity to this pond. The Staged Master Drainage Plan achieves the *Nose Creek Watershed Management Plan* release rates and quantities by irrigating park areas within the Plan area with recycled stormwater. An irrigation pump station at the north end of the pond will distribute stormwater to be reused through a purple pipe system for irrigation in municipal reserve and other open space areas. The staged master drainage plan indicates that areas with edible plants will not be irrigated with stormwater.

Sanitary Infrastructure

Ultimately, the NSP will be supported by the future South Lift Station and a new Sanitary trunk main to Calgary. As an interim approach, sanitary servicing will be provided by gravity mains through Bayview. The on-site gravity mains will drain towards 24 Street and will be sized to accommodate future sanitary flow from the adjacent quarter-section to the west.

Water Infrastructure

The City has initiated a functional study for providing water servicing to the 12,000 acres of annexed land which will provide direction and timing on the future feeder main from Calgary. In the meantime, a staged approach is proposed. The NSP is contained within

two water pressure zones – the west zone and the high west zone. Initially, water is proposed to be provided through connections to the existing municipal system in Sagewood. A booster will be located close to 24 Street to boost water to higher elevations within the NSP. As soon as development proceeds past the west pressure zone, in the high west pressure zone, a reservoir will be required to be constructed on the adjacent quarter-section to the west (SW 10-27-1-W5M). The entire site will ultimately be serviced by this reservoir.

Emergency Services

Emergency services will be provided from the nearby Veterans Fire Station along Veterans Boulevard west of 8 Street North. Airdrie ambulances are part of the Calgary south central zone. Airdrie has four units in the city on a daily basis with back up units available from the surrounding area.

Development Phasing:

The subject parcel is shown as the first NSP to proceed on Figure 12 of the West Hills CASP. On-site phasing is shown on Figure 21 of the NSP. Development generally proceeds from east to west. Phase 1 contains the storm pond necessary to service the entire NSP along with the civic node and recreation area. Phase 3 provides the south connection which functions as a secondary access as well. Phase 4 sees construction of a significant portion of the collector, which will then be fully extended to the west by phases 5 and 7. Sanitary, water and storm lines will extend with the road network allowing build out on a phased basis.

Funding and Finance

Section 5.5. Funding Commitment of the West Hills CASP states that servicing capacity for the CASP requires Phase 1 and Phase 2 upgrades, as identified in the 2016 Utility Master Plan (UMP). The upgrades are to be front-ended by the CASP proponents for all benefitting lands. It was also stated that prior to first reading of any NSP within the benefitting lands, a front-ending obligation must be submitted that includes the ten items listed in Section 5.5. This funding agreement has been submitted and accepted by City Staff.

Amendments to the West Hills CASP

The main amendments to the West Hills CASP (Bylaw No. B-22/2021) as shown on Figure 6 Land Use Plan include the following:

- Relocated Civic Node
- Relocated school
- Relocated storm pond
- Relocation and realignment of collector roads
- Relocation and realignment of open space, ER and medium density residential

Amendments to align the text with these changes to SE 10-27-1-W5M on the CASP Land Use Plan are shown in the redline version in **Attachment #2 West Hills CASP Amendment**. No changes are proposed to the CASP policies that would affect other lands in the CASP.

Circulation Comments

Rocky View County had no concerns with the NSP from a planning perspective. However, they expressed concerns with regards to transportation. Given that 24 Street has been

identified as a major north-south route in the WH-CASP, the County requested that the scope of the TIA be expanded to include an evaluation of potential impacts to roads within the County, namely Range Road 11, 12, 13, Township Road 264 and Township Road 270.

Planning & Development provided the NSP TIA to the County. To address the County's transportation concerns, Minto is expanding the scope of their TIA for their upcoming application for an expansion to the CASP which will be submitted in the near future and will be brought forward to Council at that time. Policy 8.4.6 a and b has been added to the NSP which states that at the time of subdivision, if the expanded scope of the TIA for the CASP Expansion has not been submitted yet to the satisfaction of the City, the TIA for the NSP will be updated to address these concerns. City and County management are currently discussing at which level of City plan these types of concerns are best addressed at in the future.

Stakeholder Engagement

The City of Airdrie website provided residents with information on the development partners for this project along with a link to Minto's project webpage. A notification letter was sent by the City to adjacent properties in September 2020 to notify them of the NSP initiation and how to participate in the process.

Per the City of Airdrie CASP/NSP submission guidelines, the proponents hosted a public open house on March 30, 2021. The proponents have provided a What We Heard report which is provided as **Attachment #4** to this report. The report outlines the Developer's entire public engagement program in support of the project.

Regional Planning Process

In accordance with the *MGA*, Council will be required to forward the NSP and CASP amendment to the Calgary Metropolitan Region Board (CMRB) between first and third reading of proposed Bylaw No. B-21/2021 and Bylaw No. B-22/2021 for approval.

Alignment with South Saskatchewan Regional Plan and AirdrieONE:

The open space concept for the proposed WH-NSP incorporates various design elements which help the NSP to meet the vision, principles and objectives of the South Saskatchewan Regional Plan and the AirdrieONE Sustainability Plan.

South Saskatchewan Regional Plan (2018)

The NSP is in alignment with strategic direction of the South Saskatchewan Regional Plan for efficient use of land at the regional level. This includes directing population growth into urban centres (nodal growth) and developing at higher densities.

AirdrieONE (2012)

Key among the "Design Elements" presented in this NSP that achieve Airdrie's sustainability objectives are the extensive pathway systems that provide connectivity throughout the community. This pathway system is enhanced with edible landscaping, meeting the intent of the **Sustainable Natural Environment** goal (page 17-18) of AirdrieONE. Also notable is the inclusion of the civic node creating opportunity for a gathering space, consistent with the AirdrieONE **Socially Sustainable Communities** goal (page 13-14).

The NSP achieves the AirdrieONE **Built Environment** goal (page 11-12), by creating a neighbourhood with a unique sense of identity through the open space system, slope adaptive development and by providing a suitable mix of housing product. The land uses are arranged in such a manner that facilitates density and activity within the Village Node and High Order Transit corridor along 24 Street (as defined by the CMR IGP and as discussed in the 2020 Transportation Master Plan).

The NSP achieves the AirdrieONE **Socially Sustainable Communities** goal (page 13-14) by creating a neighbourhood with continuous pathways and open spaces. The Civic Node and agricultural theme fosters a sense of belonging and creates opportunities for community building. The implementation of a homeowner's association fulfills the AirdrieONE goal of Governance (page 31-32). The Plan's open space system facilitates healthy living through food, activity, and social connections

The AirdrieONE **Arts, Culture & Recreation** goal (page 15-16) is achieved via the Civic Node and its envisioned programming as a gathering space for a farmer's market, community gardens, and other activities. The overall food theme offers educational opportunities for the 'farm to table' concept. The proximity of the recreation MR offers opportunities for synergies between the two areas.

The effort to integrate slope adaptive development to preserve the existing topography and minimize the amount of grading needed achieves the AirdrieONE **Sustainable Natural Environment** goals (page 17-18). The southeast slope is a local landmark which will be preserved for the overall community. Stormwater reuse for irrigation helps to protect potable water as an invaluable resource which fulfills the AirdrieONE **Water** goal (page 19-21).

Locating density and activating uses adjacent to the High Order Transit corridor (as defined by the CMR IGP and as discussed in the 2020 Transportation Master Plan) and future station along 24 Street helps prioritize active modes of transportation in the community, fulfilling the AirdrieONE goals of **Sustainable Transportation** (page 27-29) and the responsible consumption of reduction of **Energy** goals (page 25-26). Consideration has been given to ensuring direct pedestrian access through the development areas to the regional pathway along 24 Street. Active mode and street connectivity has been enhanced through provision of walkways and minimization of cul-de-sacs wherever possible while working with existing slope.

Finally, the proposed WH-NSP achieves the AirdrieONE goal of **Economic Prosperity** (page 9-10) by adding to the housing product choice in Airdrie and to the assessment base. Moreover, this development will further extend the servicing infrastructure network to this area of the City in a contiguous pattern in accordance with the 12 Thousand Acres Plan. Construction of the high west water reservoir will help further servicing in other lands within the CASP and the future CASP expansion lands. Payment of off-site development levies at subdivision will help to advance regional infrastructure such as 24 Street to the benefit of the overall city. At the same time, on-site infrastructure costs will be borne by the Developer.

The proposed WH-NSP achieves a goal, objective or strategy for virtually every one of the principles of the AirdrieONE Sustainability Plan and complies fully with the requirements of this document.

Boards Routed Through:

Land Allocation Committee

The Land Allocation Committee (LAC) has reviewed and accepted the proposed WH-NSP design providing a Joint-Joint Use Site on the adjacent quarter-section on March 22nd, 2021. This design is further illustrated and explained in Appendix E Context Shadow Plan of the proposed NSP. Minto has addressed potential concerns for timing of school site assembly to the satisfaction of LAC with the text in Section 3.5: Municipal Reserves in the WH-NSP. This section states that the High West Reservoir in the SW 10 27-1-W5M will need to be constructed and servicing extended before the subject NSP can be built out within the High West Pressure Zone.

LAC requested policy to ensure that any under-dedication of municipal reserve in the subject NSP is deferred to the SW 10-27-1-W5M to benefit the future elementary school sites. This has been addressed to the satisfaction of LAC under policy 3.5.1 of the proposed NSP.

Community Service Advisory Board (CSAB)

The open space network which includes parks, trails, tot lots, and active and passive recreation areas within the neighbourhood is a critical component of any NSP. As part of the approval process for the NSP the open space network was reviewed and accepted unanimously by the CSAB on March 8, 2021. CSAB had the following questions:

Signage

1. The CSAB asked whether there would be adequate signage to indicate to the public that they may harvest the fruit. Staff and the applicant responded that this can be accommodated through the landscape plan review at the subdivision stage.

Public Engagement

2. The CSAB asked about whether public engagement had taken place. Staff and the applicant answered that the virtual open house was going to take place on March 30th. The applicant also undertaken previous public engagement activities.

Pathways

3. The CSAB also asked what the difference is between a local pathway and a regional pathway. A question was also asked regarding whether the regional pathway along the east side of the storm pond could be widened. Staff responded that ultimately it would be restricted by 24 Street.

Civic Node

4. The CSAB asked if the Community Gardens and the Civic Node in general would be open to the public, (in addition to residents of the NSP) to which Minto responded yes and the HOA would be taking care of this area.

The CSAB commented that they were very supportive of the overall theme and the edible landscape concept.

Municipal Planning Commission (MPC)

The proposed WH-NSP and CASP amendment was presented to MPC for a recommendation at the April 15, 2021 meeting where it received unanimous approval. MPC had the following questions:

1. Edible Landscape/Linear MR

MPC inquired if there were any considerations given to increased maintenance by the city for these areas. Administration advised that the Plan had been reviewed by the Parks Department and no concerns were raised vis-à-vis anticipated increases to the cost of maintenance of the linear parks within the plan.

2. High School Land Assembly Policy

MPC inquired on the status of the high school policy language contained in the proposed WH-NSP and the status of the discussions with the City and Industry. Administration noted the progress of the discussions with the school boards and the development industry, advising that the policy requiring \$2,000 per lot at the time of subdivision remains in effect if a resolution has not been achieved by the parties for this community growth issue.

3. Safety

MPC asked about if safety was a big consideration during the design of the community. Administration advised that landscape plans would be reviewed from a Crime Prevention Through Environmental Design (CPTED) perspective at the subdivision stage.

4. Servicing

MPC asked how the anticipated timeline for build out of the NSP relates to water servicing in the High West Pressure Zone. Staff responded that the High West Reservoir will need to be constructed for the last phases to proceed.

Comments

5. MPC expressed support for the theme and the strong linkage between the plan design and AirdrieONE.

Ultimately MPC voted unanimously (6-0) to recommend that Council adopt proposed WH-NSP and the related amendments to the WH-CASP.

Alternatives/Implications:

Council has three alternatives with respect to the proposed bylaw:

Alternative One: Council could choose to give first and second reading to proposed Bylaw No. B-21/2021 and Bylaw No. B-22/2021 as presented.

Prior to third reading, this NSP and CASP amendment will be brought forward to the Calgary Metropolitan Region Board (CMRB) for compliance review with the Interim Growth Plan prior to returning to Council for third reading.

Alternative Two: Council could choose to table proposed Bylaw No. B-21/2021 and Bylaw No. B-22/2021 to allow Administration to provide additional information required for a decision or to follow direction from Council.

Choosing this option means that Council believes more information should be provided or that certain modifications to the NSP and CASP amendment should be made prior to Council giving any readings of proposed Bylaw No. B-21/2021 and Bylaw No. B-22/2021.

Alternative Three: Council could choose to defeat proposed Bylaw No. B-21/2021 and Bylaw No. B-22/2021.

Choosing this option means that Council is not supportive of the bylaws as presented and the West Hills CASP would remain unchanged.

Communications Plan:

The NSP applicant has conducted public outreach, including a virtual open house on March 30, 2021, prior to this Plan being forwarded to the Municipal Planning Commission. Public notification of the public hearing was provided in the City Connection for three consecutive weeks in keeping with the City's *Public Notification Bylaw No. B-02/2019*.

Recommendation:

That Council gives first and second reading to Bylaw No. B-21/2021, being a bylaw to adopt the West Hills Neighbourhood Structure Plan and to Bylaw No. B-22/2021 to amend the West Hills Community Area Structure Plan.

Daria McDonald, RPP, MCIP
Planner II

Presenter:	Daria McDonald, Planner II
Department:	Planning and Development
Reviewed by:	Mark Locking, Director of Community Growth and Protective Services, Stephen Utz, Manager Community Growth and Jamal Ramjohn, Team Lead, Planning & Development
Attachments:	#1 Bylaw No. B21/2021 #1a West Hills NSP #1b NSP-DETAILED LAND USE PLAN FOR SUBMISSION #2 West Hills CASP Amendment Red Lined #3 Bylaw No. B22/2021 #3a West Hills CASP Amendment #4 What We Heard Report
Appointment:	N/A