

Calgary Metropolitan Regional Board

The NSP aligns with the Calgary Metropolitan Region Board (CMRB) Interim Growth Plan (IGP). The IGP contains several principles to promote efficient development across the region in a collaborative and coordinated fashion. The Interim Regional Evaluation Framework (IREF) was developed to aid in assessing proposed development throughout the region. A summary of the NSP evaluation using the IREF is found below.

IREF Summary

Interim Growth Plan Policies	West Hills Community NSP & CASP Amendment
<p><i>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</i></p>	<ul style="list-style-type: none"> ▪ Latent sanitary serving capacity will be utilized to optimize existing infrastructure. This will be facilitated by oversized infrastructure on adjacent lands. This is explained in Section 8.2 Sanitary of the NSP: <i>“As per the Airdrie Utility Master Plan Sanitary capacity exists to service this neighbourhood, however the current system is limited. An interim servicing strategy through Bayview is proposed as the timing of the ultimate infrastructure is currently unknown...Flow monitoring will be implemented as a means of determining future infrastructure timing.”</i> ▪ The NSP supports coordinated front-ending of infrastructure upgrades and efficient use of regional resources. This is explained in Section 8.2 Sanitary of the NSP: <i>“Some of the municipal sanitary infrastructure improvements are being coordinated with front-ending investment from developers to the benefit of the City of Airdrie capital infrastructure. The agreements necessary will be entered into by the developers as outlined in Section 5.5 of the approved “West Hills CASP.”</i> ▪ Transportation infrastructure is maximized by utilization of an existing arterial road (24th Street) that connects the plan area to the adjacent communities. This is explained in Section 8.4 Transportation of the NSP: <i>“The West Hills transit network integrates with the High Order Transit (HOT) corridor planned for</i>

	<p><i>24th Street, and aligns with the standards set out in the Transit Master Plan.”</i></p> <ul style="list-style-type: none"> ▪ The West Hills CASP and NSP anticipate additional land requirements for municipal right-of-way to accommodate future High Order Transit corridor along 24th Street. This is shown on Figure 7. Land Use Concept in the NSP.
<p><i>Principle 2: Protect Water Quality and Promote Water Conservation</i></p>	<ul style="list-style-type: none"> ▪ The NSP area is designed to obtain the peak flow and volume control targets established in the Nose Creek Watershed Water Management Plan. This is explained in Section 8.7 Stormwater Management and 8.8 Irrigation of the NSP: <i>“The Master Drainage Plan (MDP) for West Hills outlines the scenarios to achieve the volume control target of 16 mm and release rate of 1.257 L/s/ha for the 1:100 year return period. Volume control targets are intended to be met using irrigation of green spaces.”</i> ▪ A hydrogeological assessment has been completed for the NSP area to evaluate potential impacts associated with development on natural ecological feature and functions that are supported by underground resources. This is explained in Section 7.4: Hydrogeological of the NSP.
<p><i>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</i></p>	<ul style="list-style-type: none"> ▪ The community has been designed to enhance the social, environmental, and fiscal sustainability of the City. This is summarized in Section 5: Community Vitality of the NSP. Policies 8.4.2 and 8.4.3 of the NSP maintain a minimum connectivity index for street and active modes of transportation, which along with the emphasis on the open space network in Figure 8: Open Space Concept, contributes to the overall sustainability of the community. ▪ The NSP area has been designed with landform conservation and efficiency of infrastructure in mind. This is explained in Section 2.3: Topography and Slope Analysis of the NSP: <i>“Land form preservation in development means the attempt to retain the physical presence or function of the natural condition. This is</i>

	<p><i>balanced by the necessity for safe and functional design for hard infrastructure of the municipality.”</i></p>
<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<ul style="list-style-type: none"> ▪ The City of Airdrie shares a municipal boundary and an Intermunicipal Development Plan (IDP) with Rocky View County (RVC). The IDP provides policy direction for both areas in terms of common land use development, servicing, infrastructure, and transportation. The NSP is located approximately 0.8km from RVC’s municipal boundary and is within the notification area of the IDP. The NSP was circulated to RVC and given the opportunity to provide feedback. At the time, the application for an expansion to the CASP was also circulated. This expansion application has since been put on hold. A meeting was held between the two engineering and planning departments to clarify the application. ▪ RVC had no concerns with the NSP from a planning perspective. However, they expressed concerns with regards to transportation. RVC requested to see copies of the TIA, which the City provided. Given that 24 Street has been identified as a major north-south route in the CASP, RVC requested that the scope of the TIA be expanded to include an evaluation of potential impacts to specific roads within the County. Further clarification of the difference between a CASP and an NSP was provided by the City by email. The City asked for clarification on whether the request pertained to just the NSP or both documents. RVC responded both. ▪ To address the County’s transportation concerns, the applicant is expanding the scope of the TIA for their resubmission of the CASP TIA. 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 accordingly. This policy wording has been provided to RVC.

	<ul style="list-style-type: none"> City and County management are currently discussing at which level of City plan these types of concerns are best addressed at in the future.
3.2.3 Water, Wetlands and Stormwater	<ul style="list-style-type: none"> The NSP stormwater management is based on the principle of preserving the natural drainage to the extent possible. The storm pond will be located to represent the existing drainage path. This is explained in Section 8.7 Stormwater Management of the NSP: <i>“The pond will discharge to an outfall in the drainage course north of the development. This drainage course conveys flows through an existing culvert under 24th Street SW and into Sagewood stormwater system.”</i>
3.3 Flood Prone Areas	<ul style="list-style-type: none"> Not applicable.
3.4.2.1 Expansion of Settlement Areas in a Contiguous Pattern	<ul style="list-style-type: none"> The NSP is contiguous with existing compact urban development along its eastern boundary. This is explained in Section 1.3 West Hills CASP Context. This NSP is contained with the CASP which was prepared in accordance with growth management policies of the City Plan (MDP) and overall City master utility and transportation plans. The Plan connects to the existing adjacent urban area. The Plan supports efficient land use and provides for a mix of uses and forms with an extensive pathway system to access existing and future community facilities (schools, parks, and other open spaces and places). This is illustrated on Figure 7. Land Use Concept in the NSP.
3.4.2.2 Expansion of Settlement Areas with 500 or greater New Dwelling Units	<ul style="list-style-type: none"> The NSP area will provide approximately 1,110 dwelling units adjacent to existing compact urban development. Employment uses will be accommodated in the neighbourhood commercial node in the central portion of the Plan and will provide opportunities for live/work units. The pathway system throughout the community will provide connectivity throughout the neighbourhood and to existing and future development areas. The Plan provides an approximate ratio of 40% Multifamily

	to 60% single family with an anticipated density of 6.99 – 8.40 units per acre as shown in Table 1. Land Use and Housing Statistics.
<i>3.4.2.3 Rationale for Expansion of Settlement Areas that do meet all components of Policy 3.4.2.1 and 3.4.2.2</i>	<ul style="list-style-type: none"> ▪ Not applicable.
<i>3.4.5.1 New Employment Areas</i>	<ul style="list-style-type: none"> ▪ There is a small neighbourhood commercial node proposed in the NSP. It is envisioned to provide live/work units and the potential for neighbourhood commercial opportunities. The commercial area will be located along the main collector roadway system and accessible to motorists, cyclists, and pedestrians.
<i>3.4.5.2 Connections to Transit Stations and Corridors</i>	<ul style="list-style-type: none"> ▪ The commercial area within the NSP is intended to provide convenience shopping opportunities for residents. The location of this area along a collector will be accessible to motorists, cyclists, and pedestrians through road and pathway connections. This area will be within proximity to the future High Order Transit corridor on 24th Street that will abut the Plan area. This is explained in Section 3.4: Land Use Concept and Statistics of the NSP: <i>“The Village Core will be a combination of convenience and service commercial uses and multifamily residential. The activity hub will transition to a variety of lower density and single family residential options.”</i> ▪ The Civic Node is located in proximity to 24th Street and along with the mixed use area and higher density uses are intended to activate the area with pedestrians and promote transit use: <i>“Policy 4.2.5: Land uses within the vicinity of the Civic Open Space Node will permit live/work uses in concert with the non-residential high-activity areas.”</i> The Civic Node is described in Section 4.2: Civic Open Space Node of the NSP.
<i>3.5.1.1 Mobility Corridors</i>	<ul style="list-style-type: none"> ▪ The NSP promotes smart growth and logical placement higher density development relative to the high order transit mobility

corridor. This is described further in Section 8.5: Transit and 8.6: Walkability. Figure 18: Multimodal Connectivity shows how both active and vehicular modes of transit will circulate throughout the community and connect adjacent areas including 24th Street. Figure 19 illustrates how the local and the future high order transit stop are accessible to residents and pedestrians in the community.

- Schedules 3 and 4 of the Calgary Metropolitan Region Interim Growth Plan (IGP) are contained within Appendix A showing where the NSP is located in relation to the Mobility Corridors.