

Interim Regional Evaluation Framework (IREF) CMRB Administration Recommendation	
Member Municipality	City of Airdrie
Application Name	Southwest Community Area Structure Plan
IREF Application Number	2021-08
Type of Application	Area Structure Plan
Municipality Bylaw #	B-25/2021
Date of Complete Application	May 27, 2021
Date Application Circulated	June 2, 2021
Date of CMRB Administration Recommendation	July 7, 2021
CMRB Recommendation	
That the Board APPROVE IREF Application 2021-08, the City of Airdrie Southwest Community Area Structure Plan, with an advisement.	
<ul style="list-style-type: none"> • IREF Application 2021-08 is for the proposed Southwest Community Area Structure Plan (Southwest CASP), with a plan area including 646.61 ha (1597.75 acres) of land. The Southwest CASP provides a framework for the development of 10,729 to 12,627 new dwellings units, for a future population between 26,426 to 34,092, and 8,216 to 10,826 jobs. • The proposed Southwest CASP contemplates a full range of housing, non-residential, and employment growth, recreational and institutional uses, and public open space. The Southwest CASP includes approximately ten future neighbourhoods in four different character areas. • The character areas establish different approaches to community design, residential and employment land uses, and the implementation and allocation of public lands to make unique communities. • The Southwest CASP includes low, medium, and high-density residential components, with increased density focused on key neighbourhood, community, and regional commercial nodes and employment areas. • Increased residential density is focused on major transit and transportation routes, including the 24th street transit corridor which is promoted as a regional transitway. • The open space concept emphasizes a network of recreational and natural open space opportunities connected with public infrastructure and neighbourhood destinations. • The third-party consultant review, completed by ISL Engineering and Land Services, found the application to be consistent with the Interim Growth Plan (IGP) and the IREF. • CMRB Administration finds IREF Application 2021-08 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, ISL Engineering and Land Services 	

1.0 Background

The City of Airdrie has submitted an Interim Regional Evaluation Framework (IREF) application for a new Area Structure Plan, the proposed Southwest Community Area Structure Plan (Southwest CASP), City of Airdrie Bylaw B-25/2021.

The Southwest CASP was submitted to the CMRB through IREF under Section 4.1(b) which requires municipalities to refer “all new Area Redevelopment Plans (“ARPs”) and Area Structure Plans (“ASPs”) proposing employment areas and/or 50 or more new dwelling units” to the Board.

The Southwest CASP provides a framework for the development of approximately 646.61 ha (1597.75 acres) of land, anticipating 10,729 to 12,627 new dwelling units for a future population of 26,426 to 34,092 with 8,216 to 10,826 jobs.

CMRB Administration notified CMRB members of IREF Application 2021-08 on June 2, 2021.

2.0 Third Party Evaluation

CMRB Administration retained ISL Engineering and Land Services to evaluate the application with respect to the IREF requirements. The ISL Engineering and Land Services evaluation (attached) reviewed the proposed Southwest CASP in relation to the objectives of the Interim Growth Plan (“IGP”) and the evaluation criteria of the IREF. ISL Engineering and Land Services, found IREF Application 2021-08 to be generally consistent with the objectives of the IGP and IREF.

3.0 CMRB Administration Comments

3.1 Consistency with the IGP and IREF

As outlined in the City’s submission and the third-party review, and in consideration of its own review of IREF 2021-08 application materials, CMRB Administration finds IREF Application 2021-08 to be generally consistent with the objectives of the IGP and IREF.

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 City of Airdrie’s municipal boundary with Rocky View County.

IREF Application 2021-08 is consistent with the requirements of Policy 3.2.2. As described in the IREF Alignment Statement provided by the City of Airdrie, Rocky View County was circulated on the subject application on two occasions (see page 16 of the City of Airdrie’s IREF Alignment Statement). The IREF Alignment Statement also notes

that in response to feedback from Rocky View County, the Southwest CASP includes policy to collaborate and coordinate at shared municipal boundaries (see page 17).

4.0 Recommendation

That the Board **APPROVE** IREF Application 2021-08, the City of Airdrie Southwest Community Area Structure Plan, with the following advisement:

1. As stated in policy 3.1.12.1 of the Board-approved Growth Plan, "Area Structure Plans and Area Redevelopment Plans and amendments to Area Structure Plans and Area Redevelopment Plans submitted to the CMRB after approval of the Growth Plan by the Board and before the Growth Plan is approved by the Minister shall be brought into alignment with the Growth Plan within one year of approval of the Growth Plan by the Board."
2. As stated in Policy 3.1.12.2 of the Board-approved Growth Plan, "If a member municipality determines that a Regionally Significant amendment is required to bring an Existing Area Structure Plan or an Existing Area Redevelopment Plan into alignment with the Growth Plan, the amendment shall be referred to the Board for approval through Regional Evaluation Framework."

This IREF approval recommendation for 2021-08 does not remove or supersede the requirement for the City of Airdrie Southwest Community Area Structure Plan to comply with policies 3.1.12.1 and 3.1.12.2 of the Growth Plan by May 21, 2022.

June 29, 2021

Attention: Jordon Copping, Chief Officer

Calgary Metropolitan Region Board

305, 602 – 11th Ave SW

Calgary, Alberta T2R 1J8

Dear Mr. Copping:

Reference: IREF# 2021-08 for the proposed Southwest Community Area Structure Plan in the City of Airdrie

Please find attached the third-party Interim Regional Evaluation Framework (IREF) review of the proposed Southwest Community Area Structure Plan (SWCASP), referred to herein as "Application 2021-08."

It is our opinion that Application 2021-08 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.



Courtney Laurence, MPlan, M.A., RPP, MCIP
Community Planner | Engagement Strategist
ISL Engineering and Land Services Ltd.

INTERIM REGIONAL EVALUATION FRAMEWORK (IREF) THIRD-PARTY REVIEW

Member Municipality	City of Airdrie
Application Name	Southwest Community Area Structure Plan (SWCASP)
IREF Number	2021-08
Type of Application	Proposed Statutory Plan
Municipality Bylaw #	B-25/2021
Date of Application	May 27, 2021
Date of Third-Party Review Report	June 29, 2021

Findings

That the proposed Southwest Community Area Structure Plan is consistent with the Interim Regional Evaluation Framework MSL:091/18

Summary of Review

- Application 2021-08 for the Southwest Community Area Structure Plan (SWCASP) was submitted by the City of Airdrie to the CMRB for an IREF review and evaluation.
- Application 2021-08 was submitted to the CMRB per IREF Submission Criteria 'B' "All new Area Redevelopment Plans (ARPs) and Area Structure Plans (ASPs) proposing employment areas and/or 50 or more new dwelling units."
- Application 2021-08's purpose is to propose future residential, commercial, employment, recreational, open space and institutional uses and related policies for lands located in the southwest area of the city.
- The SWCASP plan area is 'L' shaped, comprised of 10 quarter sections, approximately 646 hectares (1597 acres) in size and is located west of the QE2 Highway (Level 1 highway). It is bounded to the south by 58 Avenue, to the west by 40 Street, to the north by Yankee Valley Boulevard and to the east by 24 Street which is identified as a potential future higher order transit corridor. Dry Creek drainage runs east-west through the southern portion of the plan area.
- The intent of the SWCASP is to provide a framework for a comprehensively planned community that will achieve the vision of a complete community through the development of approximately ten neighbourhoods within four character policy areas.
- The SWCASP supports a mix of low— medium— and high-density residential uses, institutional uses including joint use school sites and high schools, neighbourhood nodes, community commercial nodes, employment and mixed uses areas that include a mix of retail, commercial, offices, manufacturing, warehousing, and research uses, accommodate future transit network and active mode connections, and recognize the environmental constraints of the plan area.

Review Prepared by

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3.2 Region-wide Policies

3.2.1

Principles, Objectives,
and Policies

The proposed statutory plan addresses the principles, policies and objectives of the IGP as noted below.

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

Objective a. Promote the integration of land use and infrastructure planning.

- The SWCASP aligns with policies in the City’s higher order planning documents including the Airdrie City Plan (Municipal Development Plan), 12 thousand Acres Plan (Growth Management Plan), AirdrieONE Sustainability Plan, Great Places Plan (Master Open Space Plan), Transportation Master Plan, Utility Master Plan and Master Drainage Plans.
- Transportation Impact Assessments are required as part of the development of future Neighbourhood Structure Plans to identify size and classification of the internal roadway network.

Objective b. Optimize the use of existing infrastructure when accommodating growth.

- Neighbourhood development is planned or underway immediately adjacent to the plan area to the north and east and there has been significant public investment, including a fire station, regional park and high school and planned development of a recreation facility and proposed new high school in South Airdrie.
- The SWCASP provides a framework for future urban development and the plan area is bounded by major transportation routes that are intended to be upgraded to support future City growth.

Objective c. Encourage higher densities greater intensity of use, the provision of community nodes, and the leveraging of transit service, where applicable.

- Higher density uses are encouraged to be located along major transportation routes and transit corridors, including along 24 Street which has been designated as a Major Arterial/Transit Corridor and where there is good access to community amenities and recreation areas.
- A transit corridor intensification area of 400m along 24 Street has also been identified to support a wider mix and higher intensity of uses.
- Local transit routes and stop locations are intended to be identified at the time of the development of a Neighbourhood Structure Plan.



	<p>Objective d. Protect the function of regionally significant mobility and transmission corridors.</p> <ul style="list-style-type: none"> • There is one known abandoned and two reclaimed oil and gas well sites, as well as high— and low-pressure natural gas pipelines located within the plan area. The SWCASP includes policies with respect to developing in an area where oil and gas facilities are located to ensure regulations are met, any potential risks are identified, and appropriate setbacks are included. • 24 Street has been identified as a High Order Transit (HOT) Corridor in the Interim Growth Plan (IGP) connecting Airdrie, Rocky View County and Calgary. The SWCASP includes policies to promote higher density and mixed-use development. • Yankee Valley Boulevard, 24 Street and 56 Avenue have been identified as major arterial roadways and the SWCASP also proposes the extension of existing 40 Avenue through the plan area to the City’s western boundary to function as a major arterial for the plan area. <p>Principle 2: Protect Water Quality and Promote Water Conservation</p> <p>Objective a. Manage the risks to water quality, quantity, and drinking water sources in accordance with federal and provincial legislation and regulation.</p> <ul style="list-style-type: none"> • Several wetlands exist in the plan area and have been classified in accordance with the Alberta Wetland Classification System. <p>Objective b. Promote water conservation practices.</p> <ul style="list-style-type: none"> • SWCASP policies describe considerations related to the potential acquisition of land located within open space study areas, as well as considerations for development adjacent to these areas, including considering the conservation of land and water by creating an interconnected open space system between and within watersheds. • The SWCASP Sustainability goals are consistent with the AirdrieOne Sustainability Plan. <p>Objective c. Recognize the importance of ecological systems within the Region.</p> <ul style="list-style-type: none"> • The Dry Creek drainage and natural area runs east-west through the southern portion of the plan area. The drainage area has been identified as an open space study area, which is an area that may include environmental reserve and/or environmentally sensitive areas.
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	<ul style="list-style-type: none"> • The Dry Creek drainage and natural area has also been identified as a key green corridor through south Airdrie and additional areas to support ecological integrity have been noted that could be explored further at the Neighbourhood Structure Plan stage. Objective d. Prohibit new development in the floodway. • There are no floodways or flood fringes identified in the plan area. <p>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</p> <p>Objective a. Promote the efficient use of land and cost-effective development.</p> <ul style="list-style-type: none"> • The plan promotes compact, walkable communities. • The plan is contiguous to existing planned and developing areas. <p>Objective b. Recognize and complement the Region’s diverse community visions and desired scale of development.</p> <ul style="list-style-type: none"> • Policies regarding collaboration and coordination between the City and County on land use compatibility and interface considerations on lands that are adjacent to municipal boundaries have been included. <p>Objective c. Ensure settlement areas are planned and designed to encourage higher densities, appropriate to the local scale and context.</p> <ul style="list-style-type: none"> • The composition and distribution of proposed uses provides a comprehensive framework for developing complete communities. Four character policy areas have been identified in the plan area: <ul style="list-style-type: none"> ○ Area 1 – predominantly residential uses; ○ Area 2 – predominately residential and natural park uses; ○ Area 3 – predominantly employment areas and mixed-uses; ○ Area 4 – predominantly mixed use development. • The SWCASP encourages low— medium— and high-density residential uses with a range of housing choices from single-detached dwellings to larger multi-unit apartment style housing. Objective 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.
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	<ul style="list-style-type: none"> • The development vision of the SWCASP is a master planned community that integrates future commercial, employment, residential, institutional and recreational opportunities with a variety of mobility options. • Each neighbourhood area is intended to represent a complete community based on predominately residential development with a mix of supporting recreational, institutional, employment and commercial uses. • Neighbourhood nodes, providing a gathering place and limited commercial and business uses, have also been identified for each of the ten neighbourhood areas. • Community commercial nodes have been located along key intersections in the plan area and are intended to provide a mix of retail and service commercial opportunities and allow for additional compatible office, recreational, cultural, entertainment and institutional uses. <p>Objective e. Ensure the vision or coordination of community services and facilities.</p> <ul style="list-style-type: none"> • The plan provides for a connected network of public facilities and natural open space. • Within each of the character policy areas a number of neighbourhood and community commercial nodes, joint use sites, two high schools, regional pathways and green corridors, and a mix of open space and recreation opportunities have been proposed. • Medium and high-density housing is to be directed to major transportation routes and transit corridors and community amenities and commercial nodes are encouraged to support a mixed of uses and housing to improve access.
<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<ul style="list-style-type: none"> • The SWCASP boundary borders Rocky View County to the west and the south. The draft Plan and a revised draft Plan were circulated to the County for review. A final draft Plan was referred to the Intermunicipal Committee between the County and City for review and discussion. • Policies regarding collaboration on land use compatibility and interface considerations on lands that are adjacent to municipal boundaries have been included within the SWCASP. • Intermunicipal coordination policies have also been included in the SWCASP. • Development will be further guided by policies of the City and County's Intermunicipal Development Plan (IDP). Relevant policies of the IDP have be incorporated into the SWCASP to maintain consistency between the two documents.



<p>3.2.3 Water, wetlands and stormwater</p>	<ul style="list-style-type: none"> • The Dry Creek drainage and natural area runs east-west through the southern portion of the plan area. The drainage area has been identified as an open space study area, which may include environmental reserve and/or environmentally sensitive areas. • SWCASP policies describe considerations related to the potential acquisition of land located within open space study areas, as well as considerations for development adjacent to these areas. • Several wetlands exist in the plan area and have been classified in accordance with the Alberta Wetland Classification System. • A Biophysical Impact assessment is required to support future Neighbourhood Structure Plans and wetlands are to be assessed and managed in accordance with provincial and city policies. • Generally, overland flow in the plan area is directed towards wetlands and watercourses. • A Master Drainage Plan was completed in support of SWCASP and a stormwater management facility is proposed in each of the anticipated neighbourhood areas. • As part of a Neighbourhood Structure Plan application, the developer is to provide a Staged Master Drainage Plan that is consistent with the overall design of the stormwater management system for the plan area, as described in the SWCASP Master Drainage Plan. • Stormwater management will meet City standards and align with recommendations identified in the Nose Creek Watershed Water Management Plan (2018). • No potential impacts to existing or planned regional infrastructure, regionally significant corridors or community services and facilities were identified.
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3.3 Flood Prone Areas	
<p>3.3.1 Development in the floodways</p>	<ul style="list-style-type: none"> • Not applicable.
<p>3.3.2 Flood protection in flood fringe areas</p>	<ul style="list-style-type: none"> • Not applicable.



3.4 Development Types	
3.4.1 Intensification and Infill Development	
3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages	<ul style="list-style-type: none"> • Not applicable.
3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities	<ul style="list-style-type: none"> • Not applicable.
3.4.2 Expansion of Settlement Areas	
3.4.2.1 Expansion of settlement areas in a contiguous pattern	<ul style="list-style-type: none"> • The development in the SWCASP area will be contiguous to the existing planned and developing communities to the east and north. • The plan accommodates compact development and demonstrates an efficient use of land. • A mix of uses including residential, employment, institutional, commercial, and recreational are supported in the plan area. • Connectivity through the plan area is to be supported through an internal road network of local, collector and arterial roads, a transit corridor and a regional pathway and green corridor system extending through each of the ten neighbourhoods and associated nodes and connecting to the adjacent Chinook Winds CASP area. • The SWCASP plan area includes community recreation facilities, joint use school sites, high schools, neighbourhood nodes and community commercial nodes. • Municipal servicing connections to the existing networks will be used to support development. Additional capacity and servicing studies will be required at the Neighbourhood Structure Plan stage to identify if any upgrades are required.



	<ul style="list-style-type: none"> • All necessary agreements and commitments to the satisfaction of City are to be in place to support development in the plan area. • New infrastructure was identified as being needed to support development in the plan area by the Utility Master Plan (2016) and Wastewater Lift Station Needs Assessment (2020). The City and development industry are in the process of negotiating funding and financing models to provide the required servicing in the City’s annexed lands, which includes the SWCASP plan area. • A sequencing of development plan is included in the SWCASP to support development occurring in a logical and efficient manner.
<p>3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units</p>	<ul style="list-style-type: none"> • Development within the SWCASP is anticipated to achieve a range of 8-10 dwelling units per gross developable acre. Full build out will result in a 10,729-12,627 dwelling units and an anticipated projection of 8,216-10,826 jobs. • Access to the 10 neighbourhoods through the plan area is to be supported through an internal road network of local, collector and arterial roads, a transit corridor and a regional pathway and green corridor system. • The SWCASP area connects to Yankee Valley Boulevard, 24 Street and 56 Avenue which have been identified as major arterial roadways and an extension of existing 40 Avenue is proposed through the plan area to the City’s western boundary. • The neighbourhood areas are proposed to support a mix of housing options, including low— medium— and high-density residential, ranging from single-detached, to street fronting townhouses and apartment style developments. • A mix of residential, retail, commercial, institutional, and business park uses is supported in the plan area along with Joint use school sites, high schools and other opportunities for passive and active recreation. • A neighbourhood node has been identified for each neighbourhood area and community commercial nodes are located along key intersections and 24 Street which is identified as a transit corridor. • A regional pathway network, supporting active modes, has been proposed throughout the SWCASP connecting to all ten anticipated neighbourhoods, the Dry Creek drainage area and extending into and connecting to pathways in the adjacent Chinook Winds CASP area.



<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 applicable.
<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.
<p>3.4.4 Country Residential Development</p>	
<p>3.4.4 Country Residential Development</p>	<ul style="list-style-type: none"> • Not applicable.
<p>3.4.5 Employment Areas</p>	
<p>3.4.5.1</p>	<ul style="list-style-type: none"> • Development within the SWCASP is anticipated to provide 8,216–10,826 jobs. Most of those jobs will be provided through designated employment areas that will consist of



<p>New employment areas</p>	<p>offices, manufacturing, warehousing, distribution, research and development facilities, and utilities. These employment areas have been primarily located in character policy areas 3 and 4 in the southern portion of the plan area.</p> <ul style="list-style-type: none"> • The employment areas will be phased as a logical extension of existing and proposed development and access and servicing will generally be provided as an extension of existing infrastructure. • The employment areas are also encouraged to be located to have easy access to residential development, major arterials, highways and/or transit, where appropriate.
<p>3.4.5.2 Connections to transit stations and corridors</p>	<ul style="list-style-type: none"> • 24 Street which runs north-south through a portion of the lands identified as employment areas, is identified as a major transit corridor. • A transit intensification corridor of 400m from 24 Street has also been identified to support increased density and a wider variety of uses including residential, commercial, mixed-use, institutional and employment. • Provisions are to be made to accommodate future transit infrastructure and ROW requirements. • Local transit routes and stop locations are intended to be identified at the time of the development of a Neighbourhood Structure Plan.

<h3>3.5 Regional Corridors</h3>	
<p>3.5.1.1 Mobility Corridors</p>	<ul style="list-style-type: none"> • The southeastern portion of the SWCASP is located within 1.6km from the QE2 Highway, which is a Level 1 Highway, and 1.6km if the regionally significant CP Railway corridor. • There is no direct access into the plan area from the QE2 and a Traffic Impact Assessment will be required at the Neighbourhood Structure Plan stage to determine any potential anticipated impacts. • No impacts from the development of the SWCASP are anticipated to the CP Railway corridor. • Schedule 4 of the IGP and Figure 20b of the SWCASP also identify a potential future High Order Transit Corridor running north-south through the plan area, on 24 Street. • Higher density uses are encouraged to be located along major transportation routes and transit corridors, including along 24 Street which has been designated as a Major Arterial/Transit



	<p>Corridor and where there is good access to community amenities and recreation areas.</p> <ul style="list-style-type: none"> • The SWCASP has identified the corridor as a transit corridor and has included policies to accommodate future infrastructure and ROW requirements, as well as support more intensive development with 400m of the transit corridor.
<p>3.5.2.1 Transmission Corridors</p>	<ul style="list-style-type: none"> • An intermunicipal water transmission line runs along the eastern boundary of the plan area as identified on Schedule 5 of the IGP and shown on Figure 20c in the SWCASP. • The SWCASP references the need for future design and analysis of regional water servicing. • One pipeline extends into the northeast portion of the plan area and a second pipeline runs north-south through the southeastern portion of the plan area as identified on Schedule 6 of the IGP and shown on Figure 20d in the SWCASP. • There are no anticipated impacts to regionally significant transmission corridors and the SWCASP includes policies providing direction on development in areas where these oil and gas facilities are located.