

<b>Interim Regional Evaluation Framework (IREF) CMRB Administration Recommendation</b>	
<b>Member Municipality</b>	<b>Rocky View County</b>
<b>Application Name</b>	<b>Central Springbank Area Structure Plan (Amendment) to provide for the Old Banff Coach Road Conceptual Scheme</b>
<b>IREF Application Number</b>	<b>2021-11</b>
<b>Type of Application</b>	<b>Area Structure Plan Amendment</b>
<b>Municipality Bylaw #</b>	<b>C-8120-2020</b>
<b>Municipality Bylaw # (for information)</b>	<b>C- 8121-2020</b>
<b>Date of Complete Application</b>	<b>May 31, 2021</b>
<b>Date Application Circulated</b>	<b>June 7, 2021</b>
<b>Date of CMRB Administration Recommendation</b>	<b>July 13, 2021</b>
<b>CMRB Recommendation</b>	
That the Board <b>APPROVE</b> IREF Application 2021-11, the Rocky View County Central Springbank Area Structure Plan amendment to provide for the Highway 1/Old Banff Coach Road Conceptual Scheme, with an advisement.	
<ul style="list-style-type: none"> <li>• IREF Application 2021-11 is a proposed amendment to the Central Springbank Area Structure Plan to provide for the Highway 1/Old Banff Coach Road Conceptual Scheme (the Conceptual Scheme). The Conceptual Scheme has a plan area of approximately 46.5 ha (115 acres).</li> <li>• The Conceptual Scheme provides the framework for the development of approximately 328 residential lots, with a planned future population of 966 people, and 60 acres of regional commercial uses supporting 2,320 jobs.</li> <li>• The Conceptual Scheme is located adjacent to the west boundary of the City of Calgary's West View Area Structure Plan. The Conceptual Scheme proposes similar housing types and densities to those found in the West View Area Structure Plan.</li> <li>• The Conceptual Scheme is proposed to connect to the existing Harmony Advanced Water Systems Corporation (HAWSCO) water and sanitary regional infrastructure network.</li> <li>• The Conceptual Scheme includes a stormwater pond and connected pathway network.</li> <li>• The third-party consultant review, completed by Lovatt Planning Consultants, found the application to be consistent with the Interim Growth Plan (IGP) and the IREF.</li> <li>• CMRB Administration finds IREF Application 2021-11 to be consistent with the principles and policies of the IGP and Section 6.0 of the IREF and recommends the application for approval.</li> </ul>	
<b>Attachment</b>	
<ul style="list-style-type: none"> <li>• Third-Party Consultant Review, Lovatt Planning Consultants</li> </ul>	

## **1.0 Background**

Rocky View County has submitted an Interim Regional Evaluation Framework (IREF) application for an amendment to the Central Springbank Area Structure Plan, Rocky View County Bylaw C-8120-2020. The purpose of the Central Springbank Area Structure Plan amendment is to provide for the Highway 1/Old Banff Coach Road Conceptual Scheme (the Conceptual Scheme), Rocky View County Bylaw C- 8121-2020.

The Central Springbank ASP amendment was submitted to the CMRB through IREF under Section 4.1(c) which requires municipalities to refer “All amendments to MDPs, IDPs, ARPs and ASPs proposing employment areas and/or 50 or more new dwelling units” to the Board. The Central Springbank ASP amendment, which provides for the Highway 1/Old Banff Coach Road Conceptual Scheme, is a framework for the development of approximately 328 residential lots, with a planned future population of 966 people, and 60 acres of regional commercial uses supporting 2,320 jobs.

CMRB Administration notified CMRB members of IREF Application 2021-11 on June 7, 2021.

## **2.0 Third Party Evaluation**

CMRB Administration retained Lovatt Planning Consultants to evaluate the application with respect to the IREF requirements. The Lovatt Planning Consultants evaluation (attached) reviewed the proposed Central Springbank ASP amendment and the associated Highway 1/Old Banff Coach Road Conceptual Scheme in relation to the objectives of the IGP and the evaluation criteria of the IREF. Lovatt Planning Consultants found IREF Application 2021-11 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 Rocky View County’s submission and the third-party review, and in consideration of its own review of IREF 2021-11 application materials, CMRB Administration finds IREF Application 2021-11 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 immediately adjacent to the City of Calgary and is within the plan area of the Rocky View County/City of Calgary Intermunicipal Development Plan.

IREF Application 2021-11 is consistent with the requirements of Policy 3.2.2. As part of the planning process, the proposed Conceptual Scheme was circulated to City of Calgary administration. The City of Calgary submitted a letter to Rocky View County

Council outlining its concerns and objection to the proposed development. The letter was submitted to the April 13, 2021, Rocky View County Council meeting (see pages 17-22 of the Rocky View County Council Report submitted as part of IREF Application 2021-11). A second Rocky View County Council meeting was held on May 25, 2021. As noted in the IREF Alignment Statement provided by Rocky View County, "After further detailed discussions between the Applicant, The City of Calgary, and Rocky View County, Rocky View County Council passed a motion on May 25, 2021, to include an additional policy (Policy 8.1.5) within the Conceptual Scheme." Added Policy 8.5.1 states that "*Prior to subdivision approval, Rocky View County, in consultation with The City of Calgary, shall review the impacts to The City of Calgary's infrastructure and services. If material impacts are found, prior to subdivision a cost sharing agreement or alternative appropriate mechanisms shall be in place to mitigate those impacts.*"

#### **4.0 Recommendation**

That the Board **APPROVE** IREF Application 2021-11, the Rocky View County Central Springbank Area Structure Plan amendment to provide for the Highway 1/Old Banff Coach Road Conceptual Scheme, 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 2021-11 does not remove or supersede the requirement for the Rocky View County Central Springbank Area Structure Plan amendment to comply with policies 3.1.12.1 and 3.1.12.2 of the Growth Plan by May 21, 2022.



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June 17, 2021

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

**Dear Mr. Copping:**

Reference: **IREF 2021-011**  
**Statutory Plan Evaluation for Rocky View County Central Springbank**  
**Area Structure Plan Amendment**

The proposed Area Structure Plan amendment with the appended Highway 1/Old Banff Coach Road Conceptual Scheme is consistent with the objectives of the Calgary Metropolitan Region Interim Growth Plan being schedule A to Ministerial Order MSL 091/18.

Attached is our Third Party Consultant Evaluation report for the captioned statutory plan referral from Rocky View County.

Sincerely,  
LOVATT PLANNING CONSULTANTS Inc.

A handwritten signature in blue ink, appearing to read 'O. Lovatt', is written over a light blue circular stamp.

O. Lovatt, RPP, MCIP  
Principal

Attachment: IREF 2021-011

## **Interim Regional Evaluation Framework (IREF) Third Part Review**

Member Municipality	<b>Rocky View County</b>
Application Name	<b>Central Springbank Area Structure Plan Amendment and Highway 1/Old Banff Coach Road Conceptual Scheme</b>
IREF Number	<b>2021-011</b>
Type of Application	<b>Area Structure Plan Amendment/Conceptual Scheme Approval</b>
Municipality Bylaw #'s	<b>C-8120-2020 and C-8121-2020</b>
Date of Application	<b>May 31, 2021</b>
Date of Third-Party Review Report	<b>June 17, 2021</b>

### **Findings**

That the Rocky View County Central Springbank Area Structure Plan Amendment and Highway 1/Old Banff Coach Road Conceptual Scheme are consistent with the Interim Growth Plan MSL: 091/18.

### **Summary of Review**

- Rocky View County has submitted an application to approve the Central Springbank Area Structure Plan (ASP) amendment and the Highway 1/Old Banff Coach Road Conceptual Scheme to the Calgary Metropolitan Region Board (CMRB) for an Interim Regional Evaluation Framework ("IREF") review.
- The proposed ASP Amendment and Conceptual Scheme apply to 46.6 hectares (115.3 acres) bounded on the north by the Trans-Canada Highway (Highway 1) and on the south and west by the Old Banff Coach Road (Highway 563). The east boundary of the Conceptual Scheme is coincident with the west boundary of the City of Calgary and the recently approved West View ASP located in Calgary.
- The ASP amendment with the Old Banff Coach Road Conceptual Scheme appended is classified as Expansion of Settlement Area which is defined as a development type in the Interim Growth Plan (IGP).
- The applicant also owns the adjacent lands contained within the City's West View ASP area and intends to mirror the neighbouring residential design, density and character.
- The Conceptual Scheme proposes residential development with a density of some 8.0 units per acre (19.8 units per hectare) resulting in a population of 966 persons (322 dwelling units X 3.0 persons per dwelling).
- The Conceptual Scheme also proposes commercial uses with a retail floor area of 700,000 square feet (65,030 m<sup>2</sup>) thereby creating 2,320 permanent jobs.
- Water and wastewater treatment are proposed to extend from the Harmony Advanced Water Systems Corporation plants.
- Stormwater is to be retained adjacent the north boundary of the site and released at predevelopment rates into a culvert under Highway 1 eventually entering the Bow River. Stormwater is to be managed privately.

- The evaluation found that the proposed Central Springbank ASP amendment is **consistent** with the CMRB Interim Growth Plan.

**Review Prepared by**

Lovatt Planning Consultants Inc.

**3.2 Region-wide Policies**

**3.2.1**

Principles,  
Objectives, and  
Policies

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

- The high visibility and accessibility of the site location adjacent to Highway 1 and the Old Banff Coach Road suggest that the commercial use being proposed is suitable.
- Water and sanitary wastewater services are integrated with existing regional infrastructure.

**Principle 2: Protect Water Quality and Promote Water Conservation**

- Existing Central Springbank ASP policies deal with water quality and conservation.
- The ASP amendment requires that a Stormwater Catchment Master Drainage Plan be submitted by an applicant at the time subdivision.

**Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities**

- More than 2,300 permanent jobs and almost 1,000 residents support regional growth.
- A seamless transition with the City is proposed.

**3.2.2**

Demonstrate  
collaboration to  
coordinate with other  
member  
municipalities

- The City of Calgary initially did not support the ASP amendment due to the potentially significant transportation and municipal servicing impacts to the City.
- An amendment to the Conceptual Scheme approved on May 25, 2021 added Policy 8.1.5 - *Prior to subdivision approval, Rocky View County, in consultation with The City of Calgary, shall review the impacts to The City of Calgary's infrastructure and services. If material impacts are found, prior to subdivision a cost sharing agreement or alternative appropriate mechanisms shall be in place to mitigate those impacts.*
- As well Policy 8.1.3 states that Rocky View County and Calgary will continue to collaborate on the delivery of community facilities and services.

<p><b>3.2.3</b> Water, wetlands and storm water</p>	<ul style="list-style-type: none"> <li>• No wetlands exist on the site.</li> <li>• Storm water will be collected in a single pond and sent via an existing culvert under Highway 1 through an unnamed ravine to the Bow River. The storm water facility will be managed privately.</li> </ul>
<p><b>3.3 Flood Prone Areas</b></p>	
<p><b>3.3.1</b> Development in the floodways</p>	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
<p><b>3.3.2</b> Flood protection in flood fringe areas</p>	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
<p><b>3.4 Development Types</b></p>	
<p><b>3.4.1 Intensification and Infill Development</b></p>	
<p><b>3.4.1.1</b> Intensification and Infill in existing settlement areas in cities, towns, and villages</p>	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
<p><b>3.4.1.2</b> Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities shall be planned and developed:</p>	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>

<b>3.4.2 Expansion of Settlement Areas</b>	
<b>3.4.2.1</b> Expansion of settlement areas in a contiguous pattern	<ul style="list-style-type: none"> <li>• A seamless transition allowing for contiguous residential development in the City will be overseen by the same land owner.</li> <li>• Private municipal service partners and conceptual facility locations are illustrated in the Highway1/Old Banff Coach Road Conceptual Scheme.</li> <li>• Policy 4.1.6 of the Scheme requires that Rocky View County collaborate with the City of Calgary regarding connectivity and service options.</li> <li>• The provision of community facilities and services from the City of Calgary is the subject of ongoing discussion and collaboration between the municipalities.</li> </ul>
<b>3.4.2.2</b> Expansion of settlement areas with 500 or greater new dwelling units	<ul style="list-style-type: none"> <li>• The Conceptual Scheme proposes 322 new dwelling units.</li> <li>• Employment opportunities are proposed.</li> <li>• The road network is designed to accommodate future transit services.</li> <li>• The development integrates an active transportation network with the regional system and the City.</li> </ul>
<b>3.4.2.3</b> Rationale for expansion of settlement areas that do not meet all components of Policy 3.4.2.1 and 3.4.2.2	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
<b>3.4.3 New Freestanding Settlement Areas</b>	
<b>3.4.3.1</b> New freestanding settlement areas	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
<b>3.4.3.2</b> New freestanding settlement areas with 500 or greater new dwelling units	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>



<p><b>3.4.3.3</b> 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"> <li>• Not applicable.</li> </ul>
<p><b>3.4.4 Country Residential Development</b></p>	
<p><b>3.4.4</b> Country Residential Development</p>	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
<p><b>3.4.5 Employment Areas</b></p>	
<p><b>3.4.5.1</b> Employment areas</p>	<ul style="list-style-type: none"> <li>• The commercial development is proposed to create 2,320 permanent jobs.</li> </ul>
<p><b>3.4.5.2</b> Connections to transit stations and corridors</p>	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
<p><b>3.5 Regional Corridors</b></p>	
<p><b>3.5.1.1</b> Mobility Corridors</p>	<ul style="list-style-type: none"> <li>• Highway 1 is shown as a Level 1 Highway in the IGP.</li> <li>• The Conceptual Scheme states that no direct access will be permitted to Highway 1.</li> <li>• The Old Banff Coach Road is currently shown as a Level 3 Highway in the IGP.</li> <li>• Highway Alberta Transportation is promoting that the portion of the Old Banff Coach Road extending along the southwest boundary of the site be transferred to the County.</li> <li>• That portion of the road extending along the west boundary is shown as a Future Level 1 Highway by the IGP.</li> <li>• The Old Banff Coach Road and the remainder of the ¼ section could then be amalgamated with the proposed development area as illustrated in the Conceptual Scheme.</li> </ul>

<p><b>3.5.2.1</b> Transmission Corridors</p>	<ul style="list-style-type: none"><li>• No regionally significant transmission corridors exist within the Conceptual Scheme area.</li><li>• A figure titled Energy Corridors illustrating the site and its proximity to transmission power line and pipelines was included with the package of information. However the figure is not part to the ASP amendment.</li></ul>
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