

INTERIM REGIONAL EVALUATION FRAMEWORK

CENTRAL SPRINGBANK ASP AMENDMENT

IREF Section 6.0 – Evaluation Criteria

The amendments proposed to the Central Springbank Area Structure Plan (ASP) are to facilitate the proposed Highway 1/Old Banff Coach Road Conceptual Scheme. The proposal is located at the southeast junction of Highway 1 and Range Road 31, directly bordering the city of Calgary.

The statement below has been prepared to address alignment of the proposed Central Springbank ASP amendment and Highway 1/Old Banff Coach Road Conceptual Scheme with the Interim Growth Plan.; Bylaw C-8121-2020 has the effect of appending the Conceptual Scheme to the Central Springbank ASP, thereby giving it statutory weight. Due to the site-specific nature of the proposed ASP amendments, not all IREF criteria are applicable (identified below).

An important consideration when assessing the Central Springbank ASP amendment is that the amendments are limited in scope and effect. Much of the alignment with the Interim Growth Plan for development on this quarter section is accomplished through the policies of the Conceptual Scheme. The existing ASP policies continue to appropriately guide all remaining lands within the ASP with respect to land use, transportation, protection of the natural environment, community design, and utility service requirements.

Therefore, as the table below demonstrates, much of the alignment with the IGP is accomplished through the policies of the Conceptual Scheme. The ASP continues to cover matters relating to land use, transportation, protection of the natural environment, community design, and utility service requirements.

Several technical studies demonstrate the feasibility of the proposal and provide a framework for its policies:

- Geotechnical Report; McIntosh Lalani Engineering Ltd. (August 17, 2020)
- Transportation Impact Assessment; Stantec Consulting Ltd. (August 14, 2020)
- Old Banff Coach Road – Regional Network Analysis; Stantec Consulting Ltd. (December 9, 2020)
- Transportation Infrastructure Trigger Analysis; Stantec Consulting Ltd. (April 1, 2021)
- Conceptual Scheme Sub-Catchment Master Drainage Plan; Stantec Consulting Inc. (August 26, 2020)
- Biophysical Impact Assessment; Golder (April 22, 2020)

3.2 Region-wide Policies	Application Response
<p>3.2.1 Principles, Objectives, and Policies</p>	<p>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</p> <ul style="list-style-type: none"> • The ASP and Conceptual Scheme direct that the proposal would connect to existing regionally significant and planned local transportation networks that support higher land use densities. This includes Highway 1 and the West Calgary Ring Road. • The Conceptual Scheme is proposed to connect to the existing Harmony Advanced Water Systems Corporation (HAWSCO) water and sanitary regional infrastructure network. This infrastructure network is located entirely within Rocky View County. • Supporting technical studies have been prepared to outline how the development concept meets relevant municipal and provincial requirements for these infrastructure networks and have been reviewed by Rocky View County and Alberta Transportation accordingly. • The Conceptual Scheme proposes densities that are complementary with proposed development located immediately east of the subject lands (City of Calgary's West View ASP). Specifically, the Conceptual Scheme proposes the provision of a predominantly single-detached residential offering along the eastern boundary and at a density similar to that of the West View community. <p>Principle 2: Promote Water Quality and Promote Water Conservation</p> <ul style="list-style-type: none"> • Water quality, quantity, and drinking water sources will be managed in accordance with federal and provincial legislation within the proposed Conceptual Scheme and supporting technical documentation. • A Sub-Catchment Master Drainage Plan (SCMDP) has been prepared in support of the Conceptual Scheme and in accordance with County and Provincial requirements. Further details and design for stormwater infrastructure will be provided as part of the subdivision stage. • Policies and statements clarifying ownership and maintenance of stormwater infrastructure (by HAWSCO) have been included in the Conceptual Scheme following discussions with Rocky View County and The City of Calgary. • The proposed ASP amendment and Conceptual Scheme do not propose new development in a floodway. <p>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</p> <ul style="list-style-type: none"> • The Conceptual Scheme layout has been designed to appropriately integrate and utilize existing transportation and utility infrastructure and to connect to adjacent planned residential communities as identified in Sections 3.0, 4.0, and 7.0 of the Conceptual Scheme. Supporting technical studies have been prepared to outline how the development concept meets relevant municipal and provincial requirements and have been reviewed by Rocky View County and Alberta Transportation accordingly. • The scale of development proposed in the ASP amendment reflects the proposed Conceptual Scheme that identifies a similar urban scale and complementary mix of uses to the planned adjacent West View development to the east. Appropriate design and interface provisions are incorporated within the Conceptual Scheme to address the local context. Policies 6.11.1, 6.11.2, and 6.11.3 specifically address the Rocky View/Calgary interface. • The proposed Conceptual Scheme's alignment with relevant statutory plans (including the County Plan) are identified in Section 1.3 of the document. The ASP amendment identifies necessary refinements to ASP policies to maintain consistency with these documents while still aligning with the South Saskatchewan Regional Plan.

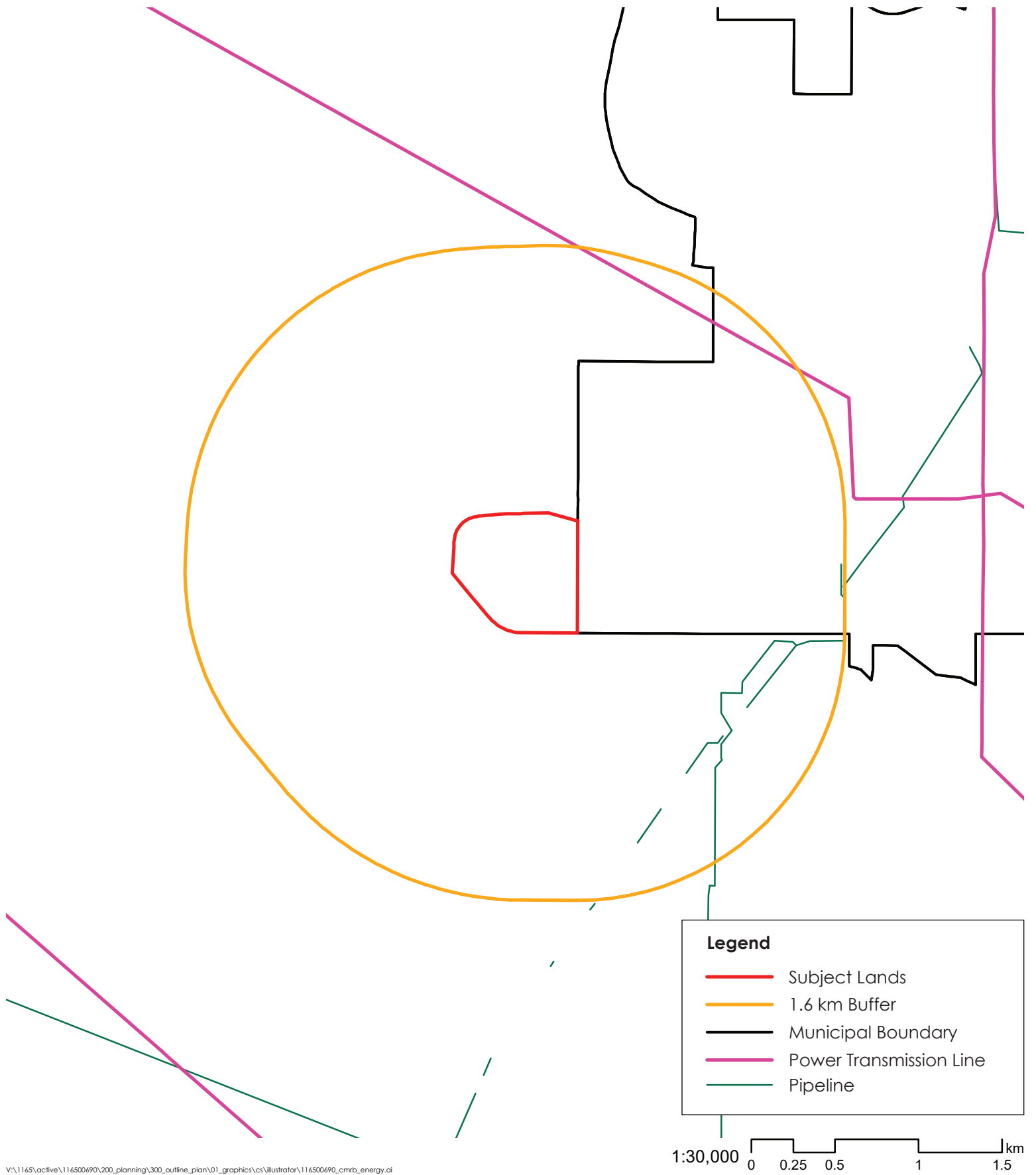
	<ul style="list-style-type: none"> • Following direction from Rocky View County and The City of Calgary, policies addressing coordination of community services and facilities, including transit (as identified under section 3.2.2), have been included in the proposed Conceptual Scheme.
<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<ul style="list-style-type: none"> • Since submission of the ASP amendment and corresponding Conceptual Scheme application, the Applicant has worked with Rocky View County and The City of Calgary in addressing items of interest and associated comments. • Specifically, the Applicant, The City of Calgary, and Rocky View County held a joint meeting on March 11, 2021 to discuss The City of Calgary's comments. The Applicant has provided responses to specific comments and made appropriate adjustments to application documents to address these comments. • 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. This statutory policy provides a framework for collaboration between Rocky View County and The City of Calgary on all material cross-boundary matters at future planning stages. • Comments raised with respect to servicing and cost sharing have been addressed within the Conceptual Scheme. Specifically: <ul style="list-style-type: none"> – Water, sanitary, and stormwater services and infrastructure are proposed and will be constructed and managed entirely within Rocky View County. Cost sharing of these services is therefore not applicable. – Policy 4.1.5 addresses requirements for transportation infrastructure. Subsequent Transportation Impact Assessments (TIA) will be undertaken for each subdivision phase of the Conceptual Scheme and the TIAs will identify road network/downstream improvement required to facilitate development. – Policy 4.1.6 addresses requirements for transit services. Specifically, the policy requires Rocky View County to collaborate with the City of Calgary if transit service is pursued. – Policy 8.1.3 addresses requirements for community facilities and services. Specifically, the policy requires that Rocky View County and the City of Calgary collaborate regarding community facilities and services. – Policy 8.1.4 addresses off-site requirements as part of the subdivision process. – Policy 8.1.5 directs collaboration to review and address material impacts to City of Calgary infrastructure and services. • Policies mentioned above support ongoing collaboration with the City of Calgary as part of subsequent implementation/application activities.
<p>3.2.3 Water, wetlands and stormwater</p>	<ul style="list-style-type: none"> • A Sub-Catchment Master Drainage Plan has been prepared to support the ASP amendment and Conceptual Scheme and demonstrates effective stormwater management, including offsite/downstream infrastructure currently in place. All infrastructure required to be designed and constructed across Highway 1 will be prepared in accordance with Rocky View County and Alberta Transportation standards. Detailed design and refinement will be prepared at subdivision stage to confirm design requirements. • Policies and statement clarifying ownership and maintenance of stormwater infrastructure (HAWSCO) have been included in the proposed conceptual scheme following discussions with Rocky View County and the City of Calgary. • Water quality and quantity has been considered in alignment and accordance with federal and provincial legislation and regulation including

	<p>the <i>Water Act, Public Lands Act, and Environmental Protection and Enhancement Act</i>.</p> <ul style="list-style-type: none"> • The Biophysical Impact Assessment and subsequent biophysical studies utilized the provincially recognized Alberta Wetland Classification System. Mitigation measures are provided in the Biophysical Impact Assessment. • Waterbody mitigation and recommendations for waterbodies will be provided within the <i>Wetland Assessment and Impact Report</i> within in <i>Water Act</i> application.
3.3 Flood Prone Areas	Application Response
3.3.1 Development in the floodways	<ul style="list-style-type: none"> • Amendments proposed to the Central Springbank ASP would not affect provincially identified floodways. • Furthermore, the subject lands within the proposed Highway 1/Old Banff Coach Road Conceptual Scheme are not located within a provincially identified floodway.
3.3.2 Flood protection in flood fringe areas	<ul style="list-style-type: none"> • The proposed statutory plan amendment does not apply to lands that will result in development in a provincially identified flood fringe area.
3.4 Development Types	
3.4.1 Intensification and Infill Development	Application Response
3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages	<ul style="list-style-type: none"> • Although the ASP amendment and Conceptual Scheme amendment does not meet the definition of the infilling of a settlement area under 3.4.1.1 it shares many of the characteristics of such development, due to it's proximity to The City of Calgary's West View ASP and the regionally important Highway 1. Criteria relevant to this policy and Policy 3.4.1.1 has therefore been considered under the country residential policy 3.4.4 below to show how this application meets the overall direction of the Interim Growth Plan.
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. See 3.4.1.1 above.
3.4.2 Expansion of Settlement Areas	Application Response
3.4.2.1 Expansion of settlement areas in a contiguous pattern	<ul style="list-style-type: none"> • The proposed conceptual scheme is within the existing Central Springbank ASP therefore this policy is not applicable.

<p>3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units</p>	<ul style="list-style-type: none"> • Not applicable. See 3.4.2.1 above.
<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. See 3.4.2.1 and 3.4.2.2 above.
<p>3.4.3 New Freestanding Settlement Areas</p>	<p>Application Response</p>
<p>3.4.3.1 New freestanding settlement areas</p>	<ul style="list-style-type: none"> • The conceptual scheme does not propose a new freestanding settlement area.
<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. See 3.4.3.1 above.
<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. See 3.4.3.2 above.
<p>3.4.4 Country Residential Development</p>	<p>Application Response</p>
<p>3.4.4 Country Residential Development</p>	<ul style="list-style-type: none"> • The proposed amendments and Conceptual Scheme constitute the infilling of a country residential area with more efficient land uses and development reflective of the surrounding interface with the West View ASP and the proximity to the Highway 1 Corridor. • Demonstration of compliance with Sections 3.2, 3.3 and 3.5 of the Interim Growth Plan, as required by Section 3.4.4 is set out with the corresponding sections of this table. Although the ASP amendment and Conceptual Scheme does not strictly meet the definition of the infilling of a settlement area, further assessment of the application's compliance with the broader infill policies within the Interim Growth Plan are set out below and elsewhere in this table. • The proposed ASP amendment area and Highway 1/Old Banff Coach Road Conceptual Scheme is located immediately adjacent to the proposed West View ASP (Neighbourhood B) in Calgary that will accommodate a range of urban uses. The Conceptual Scheme proposes a mix of urban uses that are complementary to the West View ASP and also appropriate for the wider growth context given the location and direct access to Highway 1. • Section 6.11 of the proposed Conceptual Scheme identifies policies to assist in an urban transition/interface between Rocky View County and Calgary. Additional policies throughout the Conceptual Scheme address: <ul style="list-style-type: none"> – Density – the selected residential land use district calls for a more urban density to appropriately transition to residential densities within the West View ASP area.

	<ul style="list-style-type: none"> - Land use – while the majority of the site is dedicated to commercial uses, the Conceptual Scheme transitions to residential uses immediately adjacent to the West View ASP area to the east. - Road alignment and cross-sections – the east-west 22.2 m Modified Collector road is proposed to allow for appropriate transition to the primary collector/collector street proposed within the West View ASP. Detailed design and alignment will be undertaken as part of the subdivision stage. - Active transportation – a regional pathway is proposed along the east-west 22.2 m Modified Collector road to connect with the regional pathway proposed within the West View ASP. • The Conceptual Scheme layout has been designed to efficiently utilize existing transportation and utility infrastructure and to connect to adjacent planned residential communities as identified in Sections 3.0, 4.0, and 7.0 of the Conceptual Scheme. • The proposed Conceptual Scheme plans for a mix of uses including residential and retail. • Policies to collaborate on community services and facilities including transit have been included in the proposed Highway 1/Old Banff Coach Road Conceptual Scheme (specifically 4.1.6, 8.1.3, and 8.1.5) as per discussions between the Applicant, Rocky View County, and The City of Calgary. These policies support ongoing discussions at the intermunicipal level and provide opportunities for future collaboration and provision of transit as part of subsequent development and application processes (e.g. subdivision).
3.4.5 Employment Areas	Application Response
3.4.5.1 New employment areas	<ul style="list-style-type: none"> • The conceptual scheme layout has been designed to appropriately integrate and utilize existing transportation and utility infrastructure and to connect to adjacent planned residential communities as identified in Section 3.0, 4.0, and 7.0 of the conceptual scheme. Supporting technical reporting has been prepared to outline development requirements to meet relevant municipal and provincial requirements and have been reviewed by Rocky View County and Alberta Transportation accordingly.
3.4.5.2 Connections to transit stations and corridors	<ul style="list-style-type: none"> • Policies to collaborate on community services and facilities including transit have been included in the proposed Highway 1/Old Banff Coach Road Conceptual Scheme (specifically 4.1.6 and 8.1.3) as per discussions between the applicant, Rocky View County, and the City of Calgary. These policies support ongoing discussions at the intermunicipal level and provide opportunities for future collaboration and provision of transit as part of subsequent development and application processes (e.g. subdivision).
3.5 Regional Corridors	Application Response
3.5.1.1 Mobility Corridors	<ul style="list-style-type: none"> • The proposed ASP amendment does not affect the ASP boundary and would not affect the distance to regionally significant mobility corridors. • Highway 1 is located immediately adjacent (within the specified 1.6 km requirement) to the proposed conceptual scheme site and is identified in multiple figures throughout the conceptual scheme document. The conceptual scheme contains policies that address how the site will interact with Highway 1. • An additional figure called “CMRB – Mobility Corridors” has been provided as an attachment which identifies all regionally significant mobility corridors within a 1.6km radius of the Site.

	<ul style="list-style-type: none">• A Transportation Impact Assessment and Old Banff Coach Road Network Analysis have been prepared to support the ASP amendment and conceptual scheme. Detailed design and refinement will be prepared at subdivision stage to confirm design requirements.
3.5.2.1 Transmission Corridors	<ul style="list-style-type: none">• The proposed ASP amendment does not affect the ASP boundary and would not affect the distance to regionally significant transmission corridors.• There are no regionally significant transmission corridors located within the site boundary.• An additional figure called “CMRB – Energy Corridors” has been provided as an attachment which identifies all regionally significant transmission corridors nearby.



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FIGURE 1.0 | HIGHWAY 1/OLD BANFF COACH ROAD

CMRB - Energy Corridors

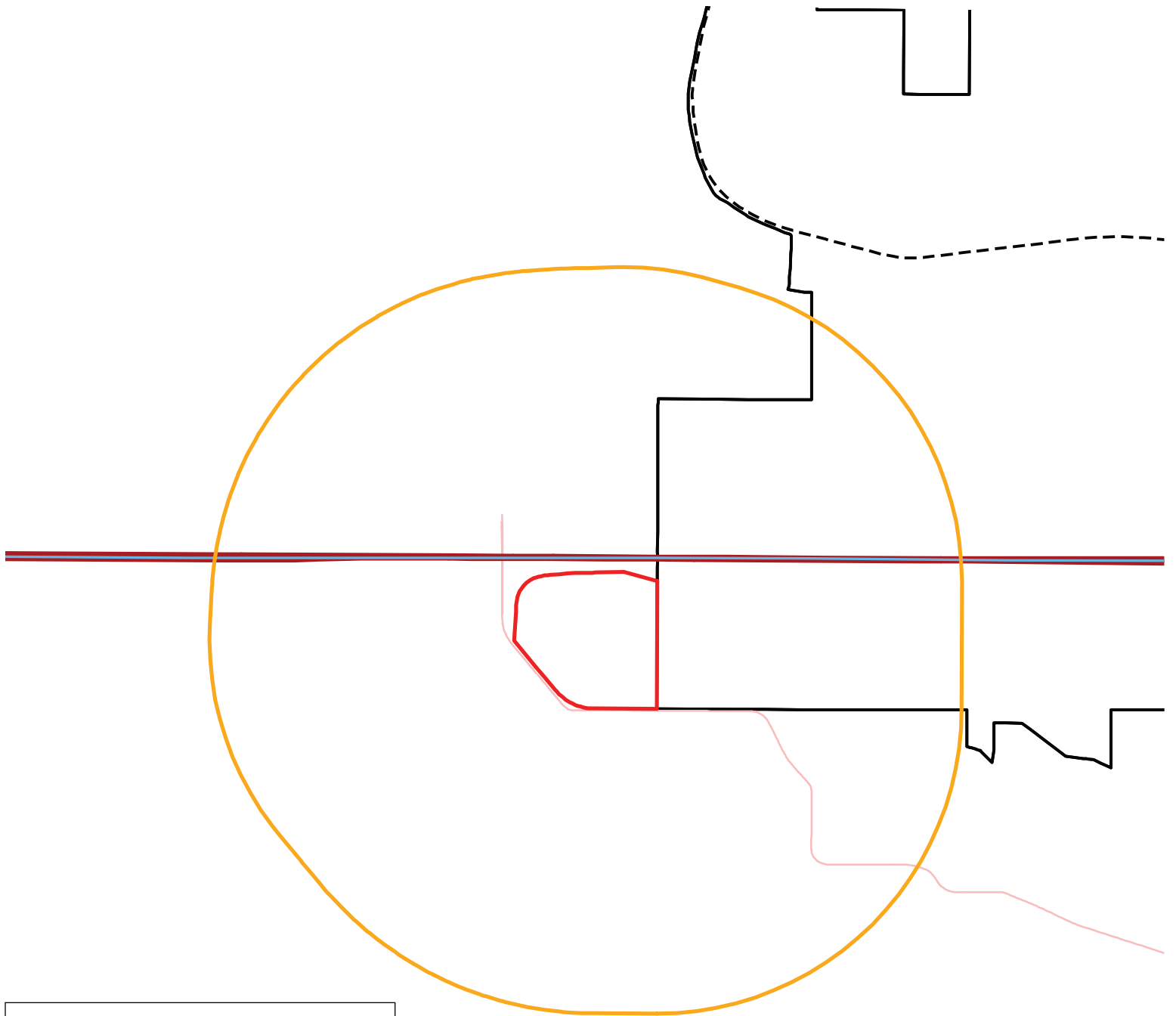
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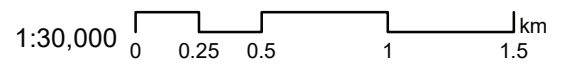
Apr 2019

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Legend

- Subject Lands
- 1.6 km Buffer
- Municipal Boundary
- Level 1 Highway
- Level 3 Highway
- - - Rail
- Transit Only - Banff Express



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FIGURE 1.0 | HIGHWAY 1/OLD BANFF COACH ROAD

CMRB - Mobility Corridors

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