

**Municipal Development Plan Amendment (Bylaw 007-21) and Clearwater Park Area Structure Plan (Bylaw 008-21)**

**IREF Evaluation Criteria Alignment Summary Report**

<b>3.2 Region-wide Policies</b>	
<b>3.2.1</b> Principles, Objectives, and Policies	<p><b>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</b> The Clearwater Park ASP proposes new development in an area that has been previously approved for development by the Mountain View Conceptual Scheme. It is located on the east side of Highway 1, near the 1/1A interchange. The ASP will optimize existing transportation and utility servicing infrastructure. The plan proposes densities of 8 units per gross acre, as required by the MDP. The ASP is bounded by Highway 1 to the west and south and accounts for lands identified for the realignment of Highway 1 and construction of an upgraded interchange at Highway 1 and 1A.</p> <p><b>Principle 2: Protect Water Quality and Promote Water Conservation</b> The ASP proposes servicing within the provisions of the City’s Utilities Master Plan.</p> <p><b>Principle 3: Encourage Efficient Growth and Strong Sustainable Communities</b> The ASP is planned as a complete community that includes opportunity for a range of commercial, residential, and employment uses. The plan includes provision for recreational facilities and three school sites, to be developed over the life of the ASP.</p>
<b>3.2.2</b> Demonstrate collaboration to coordinate with other member municipalities	<p>The plan has been circulated to Rocky View County for review and comment. The County provided comments to the City on January 11, 2022. The applicant responded to the County’s comments and updated the MDP amendment and ASP Policy Framework accordingly.</p> <p>Stakeholder consultation was also conducted with Rocky View residents living in proximity to the ASP area. The applicant responded to stakeholder concerns and added policies to the ASP that reflect the rural-to-urban transition in boundary areas.</p>
<b>3.2.3</b> Water, wetlands and stormwater	<p>A Wetland Impact Assessment was conducted to update a previous Biophysical Assessment, which identified wetlands (including a Crown-claimed waterbody), ephemeral</p>

	waterbodies, temporary marshes and Environmentally Significant Area's based on provincial criteria.
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**3.3 Flood Prone Areas**

<b>3.3.1</b> Development in the floodways	N/A
<b>3.3.2</b> Flood protection in flood fringe areas	N/A

**3.4 Development Types**

**3.4.1 Intensification and Infill Development**

<b>3.4.1.1</b> Intensification and Infill in existing settlement areas in cities, towns, and villages	N/A
<b>3.4.1.2</b> Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities	N/A

**3.4.2 Expansion of Settlement Areas**

<b>3.4.2.1</b>	The plan area is located directly east of the build area of the community and is designed to achieve an efficient use of land. Section 4.3 describes how the Plan Area will be developed in
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Expansion of settlement areas in a contiguous pattern	three stages, building a complete community that will provide a range of housing, commercial, recreational, and employment land use and public spaces to meet the daily needs in the area. Section 7 outlines how conceptual servicing for water, sanitary, and stormwater is based upon updates to the Utility Master Plan and Stormwater Master Drainage Plans to ensure efficient servicing schemes.
<b>3.4.2.2</b> Expansion of settlement areas with 500 or greater new dwelling units	Outlined in Section 4, the plan provides for a neighbourhood node that includes provisions for a mix of commercial and mixed-use development, including higher density residential development and senior’s housing. The plan accommodates the future provision of fixed route transit service and is interspersed with on-street and off-street pathways that will connect to the City’s regional pathway system at a future date (likely in conjunction with the upgraded Highway 1/1A interchange).
<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	N/A
<b>3.4.3 New Freestanding Settlement Areas</b>	
<b>3.4.3.1</b> New freestanding settlement areas	N/A
<b>3.4.3.2</b> New freestanding settlement areas with 500 or greater new dwelling units	N/A

<p><b>3.4.3.3</b></p> <p>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>	<p>N/A</p>
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**3.4.4 Country Residential Development**

<p><b>3.4.4</b></p> <p>Country Residential Development</p>	<p>N/A</p>
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**3.4.5 Employment Areas**

<p><b>3.4.5.1</b></p> <p>New employment areas</p>	<p>The ASP implements 85.85 ha of employment area in the second and third stages of development. This development will generally occur in the eastern and southern parts of the Plan Area. A mix of employment uses is expected within this area. This is a reduction of the overall employment lands in the MDP by 11.3%.</p>
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<p><b>3.4.5.2</b></p> <p>Connections to transit stations and corridors</p>	<p>The road network in the ASP have been designed to accommodate future fixed route transit serviced and provisions for such are included in policies 6.2.1 to 6.2.3 of the Plan.</p>
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**3.5 Regional Corridors**

<p><b>3.5.1.1</b></p> <p>Mobility Corridors</p>	<p>Regional mobility corridors are identified in the Interim Growth Plan are shown on Figure 2 of the ASP. The plan is bounded by Highway 1 in the west and south, and Highway 791 in the east. Highway 1A also connects to the plan area at the Highway 1/1A interchange. The plan area also is contiguous to a future intermunicipal transit route, connecting Calgary and Strathmore via Highway 1.</p>
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**3.5.2.1**

Transmission  
Corridors

Regional transmission corridors are identified in the Interim Growth Plan are shown on Figure 2 of the ASP. No transmission corridor directly impacts on the plan area.