

Interim Regional Evaluation Framework (IREF) CMRB Administration Recommendation	
Member Municipality	City of Airdrie
Application Name	Ironwood Station Neighbourhood Structure Plan (“NSP”) Amendment
IREF Application Number	2019-01
Type of Application	Area Structure Plan Amendment
Municipality Bylaw #	B-22/2018, B-25/2018
Date of Application	February 26, 2019
Date of CMRB Administration Recommendation	April 4, 2019
CMRB Recommendation	
That the Board APPROVE IREF Application 2019-01, an amendment to the City of Airdrie Ironwood Station Neighbourhood Structure Plan (NSP)	
<ul style="list-style-type: none"> • IREF Application 2019-01 is an amendment to the City of Airdrie Ironwood Station Neighbourhood Structure Plan. The amendment promotes the development of an underutilized site in the downtown area. • The proposed development consists of commercial development and a multi-residential site within the plan area. • As stated in the IREF Application, the primary intent of the amendment was the protection of Nose Creek, avoidance of the flood way, protection of municipal servicing infrastructure within the site, protection of public access through the site, protection of existing streetscape improvements, and minimizing impact to traffic flows on surrounding roadways. • The third-party consultant review, completed by Stantec Consulting, found the application to be consistent with the Interim Growth Plan (IGP) and the IREF. • CMRB Administration finds IREF Application 2019-01 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"> • Stantec Consulting Ltd. Third-Party Consultant Review 	

1.0 Background

On February 26, 2019 the City of Airdrie submitted Interim Regional Evaluation Framework (IREF) Application 2019-01, an amendment to the Ironwood Station Neighbourhood Structure Plan (NSP). The proposed Bylaws, B-22/2018 and B-25/2018, have received two readings by City of Airdrie Council.

The NSP was submitted to the CMRB through IREF under Section 4.1 (b) which requires all amendments to MDPs, IDPs, ARPs and ASPs that propose employment areas and/or 50 or more new dwelling units to be referred to the CMRB by a member municipality.

CMRB Administration notified members of the CMRB that IREF application 2019-01 was complete on March 5, 2019.

2.0 Third Party Evaluation

CMRB Administration obtained the assistance of Stantec Consulting Ltd. to evaluate the application with respect to the IREF requirements. The Stantec evaluation (attached) reviewed the proposed ASP amendment in relation to the objectives of the Interim Growth Plan (IGP) and the IREF. The Stantec evaluation found IREF Application 2019-01 to be generally consistent with the objectives of the Calgary Metropolitan Region IGP.

3.0 CMRB Administration Comments

CMRB Administration agrees with the IREF third-party consultant evaluation and supports approval of the proposed amendment to the Ironwood Neighbourhood Structure Plan, proposed Bylaw Nos. B-22/2018 and B-25/2018.

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

The proposed development integrates land use and infrastructure planning by optimizing the use of existing infrastructure through development of an underutilized parcel. The NSP amendment is supported by technical studies, such as a transportation impact assessment and a preliminary development site servicing plan, to inform the site design and work towards the mitigation of any impacts of intensification on the surrounding infrastructure.

Principle 2: Protect Water Quality and Quantity

As noted in the City of Airdrie's IREF Evaluation Criteria Review, the proposed NSP amendment is "a direct response to the 2014 increase in the size of the floodway" with an increase in environmental reserve and a reduction of the overall net developable area of subject site. No new development is proposed within the floodway. The proposed plan amendment is compliant with the Nose Creek Watershed Management Plan and has Water Act approvals.

Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities

The proposed development intensifies the use of an underutilized parcel within the downtown area. It establishes a community node of development with a total of 10,892 m² of single-storey retail floor space on 5.263 hectare of developable land. There is 0.797 hectare of land in the northeast corner of the plan area planned for multi-residential development, with an existing Development Permit approval for 96 apartment units and live-work units. The site offers a range of mobility choices including, but not limited to, transit access to be provided via a bus stop adjacent to the site and pathway and pedestrian linkages.

4.0 Recommendation

That the Board **APPROVE** IREF Application 2019-01, an amendment to the City of Airdrie Ironwood Station Neighbourhood Structure Plan (NSP)

March 29, 2019

Attention: Liisa Tipman, Project Manager, Land Use

Calgary Metropolitan Region Board

305, 602 11 Ave SW

Calgary, Alberta T2R 1J8

Dear Ms. Tipman:

Reference: IREF# 2019-01 for the Ironwood Station Neighbourhood Structure Plan Amendment in the City of Airdrie

Please find attached the third-party evaluation of the Ironwood Station Neighbourhood Structure Plan Amendment.

It is our opinion that the proposed plan is generally consistent with the objectives of the Calgary Metropolitan Region Interim Growth Plan being schedule A to Ministerial Order MSL 091/18.

Alison Timmins

Planning Consultant

Stantec Consulting Ltd.

INTERIM REGIONAL EVALUATION FRAMEWORK (IREF) THIRD-PARTY REVIEW

Member Municipality	City of Airdrie
Application Name	Ironwood Station Neighbourhood Structure Plan ("NSP") Amendment
IREF Number	2019-01
Type of Application	Amendment
Municipality Bylaw #	B-22/2018, B-25/2018
Date of Application	February 26, 2019
Date of Third-Party Review Report	March 29, 2019

Findings

That the Ironwood Station NSP is consistent with the Interim Regional Evaluation Framework MSL: 091/18.

Summary of Review

- An application to amend a neighbourhood structure plan, Ironwood Station NSP was submitted by the City of Airdrie to the Calgary Metropolitan Region Board ("CMRB") for an Interim Regional Evaluation Framework ("IREF") review and evaluation.
- The application is generally located within the Airdrie Downtown.
- The plan area of the proposed amendment is within 1.6km of the following regionally significant mobility corridors (as per Schedule 3 and 4 of the IGP):
 - Level 1 Highway and the CANAMEX Corridor (Queen Elizabeth II Highway);
 - Level 3 Highway (Highway 567/Veterans Boulevard);
 - Railway;
 - Airport Vicinity Protection Area;
 - The Great Trail;
 - Potential Future Higher Order Transit Corridor; and
 - Public Intermunicipal Transit.
- As per the IREF, a municipality shall refer to the CMRB Board any new or proposed amendments to a statutory plan that meets one or more of four criteria.
- To purpose of the application was to amend the Ironwood Station NSP to include the new Creekside Crossing concept plan, associated development policies, and required text edits, and to close the public roadway Mackenzie Way Southwest in order to transfer it into private ownership.
- The review found that the Ironwood Station NSP is generally consistent with the IREF MSL: 091/18.

Review Prepared by

Alison Timmins, CAPM, ENV SP

Planning Consultant
Stantec Consulting Ltd.

3.2 Region-wide Policies

3.2.1

Principles, Objectives,
and Policies

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

- Supported by a Traffic Impact Assessment and preliminary Development Site Servicing Plan.
- Creekside Crossing is partially developed.
- Access from the existing transportation network and established communities.
- Reflects greater density than currently exists on the site.
- Improvements to site design to encourage walkability and enjoyment of the Nose Creek area.
- No significant impacts to the regional transportation network or servicing infrastructure.

Principle 2: Protect Water Quality and Promote Water Conservation

- Received Alberta Environment Water Act approvals.
- Compliant with the Nose Creek Watershed Management Plan.
- Does not specifically promote water conservation.
- Complies with Alberta Environment requirements for stormwater storage, treatment, and release.
- Celebrate Nose Creek in the design of buildings.
- Proposed NSP amendment is due to the 2014 increase in the size of the floodway.

Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities

- Intensifies an underutilized parcel supported by existing infrastructure.
- Consistent with Airdrie's desired small-town feel.
- Reflects the highest densities that the developer is willing to build.
- Supported by transit access.
- Single-storey, single-use retail adjacent to multi-residential, mixed-use, and lower-density residential.
- Proposed amenity areas to interface with Nose Creek.
- No proposed community services or facilities.

<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<ul style="list-style-type: none"> • The Ironwood Station NSP is located within the Airdrie Downtown (~3km from Rocky View County) therefore collaboration with other municipalities is not necessary.
<p>3.2.3 Water, wetlands and stormwater</p>	<ul style="list-style-type: none"> • Protects the Nose Creek floodway as Environmental Reserve. • Preliminary stormwater management plans meet Alberta Environment requirements and have received Water Act approval.

3.3 Flood Prone Areas	
3.3.1 Development in the floodways	<ul style="list-style-type: none"> Nose Creek floodway is protected as Environmental Reserve and proposes no buildings or structure within the floodway.
3.3.2 Flood protection in flood fringe areas	<ul style="list-style-type: none"> The entire NSP is located within the Flood Fringe. Subject to regulations outlined in Land Use Bylaw Section 7.6 Development in a Flood Fringe which requires development to be flood proofed to the 1:100-year high water mark.

3.4 Development Types	
3.4.1 Intensification and Infill Development	
<p>3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages</p>	<ul style="list-style-type: none"> • Intensifies an underutilized parcel of land. • Reflects the highest densities that the developer is willing to build, higher than what currently exists in the downtown area. The residential uses achieve a density of 49 units per acre while the retail uses achieve a floor area ratio of 0.21. • Achieves a mix of residential and retail uses. • Supported by existing transportation and utility infrastructure.
<p>3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities</p>	<ul style="list-style-type: none"> • The proposed plan amendment applies to lands within the City of Airdrie.

3.4.2 Expansion of Settlement Areas	
<p>3.4.2.1 Expansion of settlement areas in a contiguous pattern</p>	<ul style="list-style-type: none"> The proposed plan amendment proposes development that is contiguous with its surroundings on all sides, ties into existing municipal infrastructure, and further intensifies an existing community node.
<p>3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units</p>	<ul style="list-style-type: none"> The proposed plan amendment includes one residential site with 96 dwelling units.

<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"> The proposed plan amendment complies with all components of Policies 3.4.2.1 and 3.4.2.2.
<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"> The proposed plan amendment does not propose any new freestanding settlement. Section 3.4.3 does not apply to this application.

<p>3.4.3.2 New freestanding settlement areas with 500 or greater new dwelling units</p>	<ul style="list-style-type: none"> The proposed plan amendment does not propose any new freestanding settlement. Section 3.4.3 does not apply to this application.
<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"> The proposed plan amendment does not propose any new freestanding settlement. Section 3.4.3 does not apply to this application.

3.4.4 Country Residential Development	
<p>3.4.4 Country Residential Development</p>	<ul style="list-style-type: none"> The proposed plan amendment does not include or affect any country residential developments.
3.4.5 Employment Areas	
<p>3.4.5.1 New employment areas</p>	<ul style="list-style-type: none"> The proposed plan amendment includes 10,892 m² of single-storey retail floor space, comprised of 6,019 m² of existing retail and 4,873 m² of new retail development. The proposed plan amendment will intensify an existing employment area. The intensification of this existing retail site is supported by existing transportation and utility infrastructure.

<p>3.4.5.2 Connections to transit stations and corridors</p>	<ul style="list-style-type: none"> • Transit access is provided via a bus stop adjacent to the site on 8th Street SW. • Continued access to the proposed site will be provided in accordance with the Transportation Master Plan. • 8th Street SW is one of the primary transit routes in Airdrie.
<p>3.5 Regional Corridors</p>	
<p>3.5.1.1 Mobility Corridors</p>	<ul style="list-style-type: none"> • The plan area of the proposed amendment is within 1.6km of the following regionally significant mobility corridors (as per Schedule 3 and 4 of the IGP): <ul style="list-style-type: none"> ○ Level 1 Highway and the CANAMEX Corridor (Queen Elizabeth II Highway); ○ Level 3 Highway (Highway 567/Veterans Boulevard); ○ Railway; ○ Airport Vicinity Protection Area; ○ The Great Trail; ○ Potential Future Higher Order Transit Corridor; and ○ Public Intermunicipal Transit. • The mobility corridors mentioned above are not identified on maps nor is there mention of optimizing their proximity or mitigating potential adverse impacts. • No significant impacts to the regional transportation network or servicing infrastructure are anticipated.

<p>3.5.2.1 Transmission Corridors</p>	<ul style="list-style-type: none">• The plan area of the proposed amendment does not include regional transmission corridor rights-of-way or related infrastructure identified on Schedule 5 or 6 of the IGP.• No significant impacts to the regional transportation network or servicing infrastructure are anticipated.
--	--