

Calgary Metropolitan Region Board

June 26, 2020 Board Meeting Agenda

9:30 AM - GoTo Meeting

- | | | |
|--|---------------------------|-----------|
| 1. Call to Order and Opening Remarks | Sheard | |
| 2. Adoption of Agenda
<i>To adopt and/or revise agenda</i> | All | |
| 3. Adoption of Minutes of Last Meeting (Attachment)
For Decision: <i>Motion that the Board approve the Minutes of the May 22, 2020 meeting</i> | All | 3 |
| 4. Growth & Servicing Plan Project Update (Verbal)
For Information: <i>Motion that the Board receive for information an update on the progress of the Growth & Servicing Plan</i> | HDRC | |
| 5. Request for Extension of Deadline to Deliver the Growth and Servicing Plan (Attachment)
For Decision: <i>Motion that the Board approve the sending of the attached letter to the Minister of Municipal Affairs</i> | Copping | 7 |
| 6. South & East Calgary Regional Transportation Study (Attachment)
For Decision: <i>Motion that the Board approve the South and East Calgary Regional Transportation Study; and</i>

For Decision: <i>Motion that the Board share the South and East Calgary Regional Transportation Study with the Minister of Transportation and senior leadership at Alberta Transportation</i> | Graves/Merali/
Delanoy | 9 |
| 7. Integration of North and South & East Transportation Studies (Attachment)
For Decision: <i>Motion that the Board approve the Integration Memo of the North Calgary Regional Transportation Study and the South and East Calgary Regional Transportation Study</i>

For Decision: <i>Motion that the Board share the Integration Memo with the Minister of Transportation and senior leadership at Alberta Transportation</i> | Graves/Merali/
Delanoy | 13 |
| 8. Transit Background Report (Attachment)
For Decision: <i>Motion that the Board approve the Transit Background Report</i> | Tipman | 17 |
| 9. Approach to Development of Policy for Flood Prone Areas (Attachment)
For Decision: <i>Motion that the Board approve the approach to development of policy for flood prone areas</i> | Graves/
HDRC | 38 |

- 10.A) Draft Recreation Policy (Attachment) Hales **47**
For Decision: Motion that the Board approve the Draft Recreation Policy for the Growth and Servicing Plan
- B) Draft Recreation Policy Amending Motion Foothills County
For Decision: Motion that the Board amend Policy Objective B to replace the words 'identify deficiencies, if any, in the' with the word 'review' such that Policy Objective B read as follows 'To review current access to parks, open space, and recreation services for existing and future residents of the CMR.'
- 11.Participation of Non-Member Municipalities Who Fall Within the Boundaries of the CMR (Verbal) Foothills County
Motion for Decision: That the Board ask the Governance Committee to develop a process to include and communicate with the municipalities within the CMR that are not represented on the Board
- 12.Land Use & Servicing Committee Update (Attachment) Tipman/Graves **52**
For Information: Motion that the Board receive for information an update on the Land Use and Servicing Committee
- 13.COVID-19 Roundtable Discussion All
- Closed Session (Pursuant to Section 17 and 21 of FOIP)**
- 14.HR Item Copping
- 15.Next Meeting: Friday July 17, 2020
- 16.Adjournment

Upcoming Meetings:

Land Use & Servicing Committee	July 2 @ 9:30 AM	GoTo Meeting
Board Meeting	July 17 @ 9:30 AM	GoTo Meeting
Governance Committee	July 2 @ 1:30 PM	GoTo Meeting
Advocacy Committee	TBD	

Delegates in Attendance:

Mayor Peter Brown – City of Airdrie
Councillor Gian-Carlo Carra – City of Calgary
Mayor Marshall Chalmers – City of Chestermere
Mayor Jeff Genung – Town of Cochrane
Reeve Suzanne Oel – Foothills County
Mayor Craig Snodgrass – Town of High River
Mayor Bill Robertson – Town of Okotoks
Reeve Greg Boehlke – Rocky View County
Mayor Pat Fule – Town of Strathmore
Reeve Amber Link – Wheatland County

Dale Beesley, Municipal Affairs

CMRB Administration:

Chris Sheard, Chair
Jordon Copping, Chief Officer
Liisa Tipman, Project Manager–Land Use
Jaime Graves, Project Manager–Intermunicipal Servicing
Shelley Armeneau, Office Manager

1. Call to Order

Called to order at 9:34 AM. Chair noted the meeting was being held virtually and that it was live streaming on Youtube for the public. The process for voting will be by verbal roll call poll alphabetically by member municipality.

2. Approval of Agenda

M 2020-44

Moved by Councillor Carra, **Seconded by** Mayor Brown, accepted by Chair.

Motion: That the Board approve the agenda of the May 22, 2020 meeting, moving items #7 and #8 to follow approval of the Minutes.

Motion carried unanimously.

3. Approval of Minutes

M 2020-45

Moved by Mayor Robertson **Seconded by** Mayor Genung, accepted by Chair.

Motion: That the Board approve the Minutes of the April 24, 2020 meeting.

Motion carried unanimously.

4. HDR Calthorpe Workshop #2 Summary Report

M 2020-46

Moved by Mayor Brown **Seconded by** Reeve Oel, accepted by Chair.

Motion: That the Board approve HDR Calthorpe Workshop #2 Summary Report and give CMRB Administration approval to post the report on the website.

Motion carried unanimously.

5. Growth & Servicing Plan Project Update

Stephen Power of HDR Calthorpe provided the Board with an update:

- o Work continuing on scenarios, business as usual and two alternatives are in draft form. Working through details and metrics in preparation for Workshop #3 on June 11.
- o Technical level results from June 11 workshop will be reviewed with the Land Use and Servicing Committee and TAG groups. Meeting date with TAGs will be last week of June.
- o Follow up to Workshop #3 is engagement, planning for 2 weeks after TAG meeting to get online engagement platform online.
- o Working with CMRB Administration on policy areas, discussion around agriculture and working through flood policies with TAGs. Close to getting initial policy language. Other policies are dependent on growth structure which will come out of Workshop #3.
- o Workshop #4 will be evaluation of scenarios and pulling together of preferred choice. The selected scenario will likely be the best attributes of the scenarios to create a blended final scenario. A selection of elements from different options. End of August or beginning of September will begin pulling together final scenario.
- o Items suggested by the Board for consideration:
 - o Utilizing member municipalities' existing communications platforms; and
 - o Discussion item for upcoming workshop – new realities of downturn in economies amid the COVID-19 pandemic.

M 2020-47

Moved by Councillor Carra **Seconded by** Mayor Genung, accepted by Chair.

Motion: That the Board receive for information an update on the progress of the Growth & Servicing Plan.

Motion carried unanimously.

6. Conflict of Interest Policy

Amending Motion:

M 2020-48

Moved by Reeve Link **Seconded by** Reeve Boehlke, accepted by Chair.

Motion: That the Board delete the Outside Activities section of the Conflict of Interest Policy.

Motion defeated.

Motion:

M 2020-49

Moved by Mayor Brown **Seconded by** Mayor Robertson, accepted by Chair.

Motion: That the Board approve the Outside Activities section of the Conflict of Interest Policy.

Motion carried.

7. South & East Calgary Regional Transportation Study

M 2020-50

Board members discussed this item and the process followed in the development and approval of the South & East Calgary Regional Transportation Study. Because the North Calgary Regional Transportation Study was reviewed by councils prior to sharing the results with the province, member municipalities requested the same process for the South and East Calgary Regional Transportation Study.

Moved by Reeve Oel **Seconded by** Mayor Snodgrass, accepted by Chair.

Motion: That the Board acknowledge receipt of the South and East Calgary Regional Transportation Study and forward the Study to Municipal Councils for review and comment before returning to the June Board meeting.

Motion carried. Recorded vote requested by Foothills County.

In favour: Airdrie, Calgary, Chestermere, Foothills, High River, Rocky View, Strathmore, Okotoks, Wheatland. **Opposed:** Cochrane.

8. Integration of North and South & East Transportation Studies

M 2020-51

As a result of the South and East Regional Transportation Study being moved to the June Board meeting for approval, this item was tabled.

Moved by Mayor Brown **Seconded by** Reeve Link, accepted by Chair.

Motion: That the Board table this item.

Motion carried unanimously.

9. Land Use and Servicing Committee Update

M 2020-52

Moved by Mayor Robertson **Seconded by** Mayor Brown, accepted by Chair.

Motion: That the Board receive for information an update on the Land Use and Servicing Committee

Motion carried unanimously.

M 2020-53

Motion Arising:

Moved by Reeve Boehlke **Seconded by** Reeve Link, accepted by Chair.

Motion: That the Board move the Chief Officer Goals to a public session.

Motion defeated.

CLOSED SESSION: The Board moved into closed session at 10:33 AM and returned to public session at 11:03 AM.

10. Board Chair & Chief Officer Goals

M 2020-54

Motion Arising:

Moved by Mayor Robertson, **Seconded by** Reeve Boehlke, accepted by Chair.

Motion: That the Board approve the Board Chair and Chief Officer Goals for 2020, with the following change to the Chief Officer Goals: #6 Provide coordination among willing member municipalities to facilitate economic recovery from the COVID-19 pandemic.

Motion carried unanimously.

M 2020-55

Motion Arising:

Moved by Mayor Brown **Seconded by** Mayor Chalmers accepted by Chair.

Motion: That the Board publicly release the Board Chair and Chief Officer Goals for 2020.

Motion carried unanimously.

11.Next Meeting: Friday June 26, 9:30 AM.

12.Adjournment

The Chair declared the meeting adjourned at 12:18 PM.

CMRB Chair, Christopher Sheard

Agenda Item	5
Submitted to	Board
Purpose	For Decision
Subject	Request for Extension of Deadline to Deliver the Growth and Servicing Plan
Meeting Date	June 26, 2020

That the Board APPROVE the sending of the attached letter to the Minister of Municipal Affairs.

Summary

- The COVID-19 pandemic has had a massive impact on the way global businesses function.
- The CMRB was structured to be able to work remotely using cloud computing and various online meeting platforms before the COVID-19 pandemic started.
- The necessity of physical distancing impacted the development of the Growth and Servicing Plan as Workshop #3, where alternate scenarios were to be discussed with elected officials and staff. This workshop would have been best conducted face to face but was reworked to be an online event causing delays in scheduling.
- The estimated for delay on the development of the Growth and Servicing plan, as put forward by HDR|Calthorpe, is 9 weeks, starting on April 16 when Workshop #3 was initially scheduled to be held.
- In discussion with HDRC, the best estimate is that they will be able to deliver a final draft of the Growth and Servicing Plan in February 2021.
- Requesting a four-month extension would give time for the Board to finalize the draft and submit it to the Minister of Municipal Affairs
- Municipal Affairs has granted extensions for the submission of a number of other municipal documents including Intermunicipal Development Plans (IDPs) and the annual reports for the Growth Management Boards
- The Board received an update on the schedule of the Growth and Servicing Plan and the need to request an extension from the Minister was discussed at the April 2020 meeting

Attachments

- Letter to the Minister of Municipal Affairs

1. Background

The mandate and powers of the Calgary Metropolitan Region Board (CMRB) are outlined in the Calgary Metropolitan Region Board Regulation (the Regulation). The Regulation also requires the development of Growth and Servicing Plans, and submission of these plans to the Minister of Municipal Affairs within 3 years of the Regulation coming into force. This requires the submission of the Growth and Servicing Plan to the Minister no later than December 31, 2020.

The COVID-19 pandemic has impacted the ability of HDR|Calthorpe to meet the original timelines committed to in the workplan submitted as part of their proposal. The current best estimate is that the project will experience a nine-week delay with the new targeted completion date of February 12, 2021.

2. Actions Required

To accommodate the new targeted completion date, the CMRB must ask the Minister of Municipal Affairs for an extension to the original deadline set for submission of the Growth & Servicing Plans. At this time, it is anticipated that an extension of four months would give the necessary time to complete the Growth and Servicing Plans; however, given the fluidity of the situation, this may change.

It was previously recommended that the Board should not send a letter to the Minister of Municipal Affairs requesting an extension to the deadline for submitting the Growth and Servicing Plans until June 2020. This delay in requesting an extension will allow for more monitoring of the situation and give greater certainty to projected completion dates.

3. Questions for Administration

Below are some key questions for Board members to discuss with Administration.

1. Is there a path which would see the Growth and Servicing Plans completed by December 31, 2020?
2. Should the Board ask for a different extension period?

4. Recommendation

That the Board APPROVE the sending of the attached letter to the Minister of Municipal Affairs.

Agenda Item	6
Submitted to	Board
Purpose	For Decision
Subject	South and East Calgary Regional Transportation Study
Meeting Date	June 26, 2020
<p><i>Motion that the Board approve the South and East Calgary Regional Transportation Study</i></p> <p><i>Motion that the Board share the South and East Calgary Regional Transportation Study with the Minister of Transportation and senior leadership at Alberta Transportation</i></p>	
<p>Summary</p> <ul style="list-style-type: none"> • In September 2018 CMRB administration was authorized by ISC to develop a RFP, with support from the Transportation Technical Advisory Group, for a transportation study covering the remaining geographical portions of the Calgary Metropolitan Region (CMR). The study is referred to as the South and East Calgary Regional Transportation Study (S&ECRTS). • Through a competitive bid process, a consultant was selected to undertake the S&ECRTS. The successful consultant, ISL Engineering and Land Services (ISL) started in early 2019. • A total of ten (10) South and East Committee meetings were held over the course of the project. Member municipal administration representatives as well as Alberta Transportation's Southern Region Infrastructure Manager and Highway Planning Engineer from Edmonton actively participated in these project meetings. With this approach, the municipalities were updated throughout the project including live updates of ongoing technical studies. • The Executive Summary of the final report is attached. The report has been reviewed by representatives of all member municipalities in the study area and Alberta Transportation's technical team. • Following the adoption of the NCRTS in September 2019, the Board directed CMRB Administration to combine the NCRTS and S&ECRTS and summarize the results. The results of the combined studies are discussed in a separate agenda item of the June 2020 Board meeting. • In the May 2020 Land Use and Servicing Committee meeting, the study was recommended to the Board for approval with clarifications to the Wheatland County population and employment values, such that only population and 	

employment values within the CMRB boundary be presented in the body of the report. The previous version included population and employment values for areas outside the geographical boundaries of the CMRB, commensurate with standard transportation planning practice. The concern from Wheatland County was that the population or employment data, as previously presented, may be used incorrectly by others. A memo summarizing this clarification has been circulated via email link.

- The analysis and results of the S&ECRTS do not change. The full report with clarified population and employment data tables will be circulated to member municipalities once approved by the Board.
- At the May 22, 2020 Board meeting, the following motion was passed:

That the Board acknowledge receipt of the South and East Regional Transportation Study and forward the Study to Municipal Councils for review and comment before returning to the June Board meeting.

- CMRB admin and the consulting team offered support to municipal staff in presenting S&ECRTS and the integration memo to municipal councils. The consulting team presented the information at member municipality council meetings for three member municipalities. The remaining seven municipalities, at their discretion, decided not to have a presentation, or the presentation to council was completed by municipal staff.

Attachments

- Memo regarding Wheatland County population and employment clarifications, ISL (available at link sent by email)
- Executive Summary, South and East Calgary Regional Transportation Study, ISL (available at link sent by email)
- Timeline for S&ECRTS and Integration with NCRTS
- Presentation to Land Use and Servicing Committee, Aziz Merali. Previously presented to Committee on May 7, 2020 with edits to Wheatland County data (slide 5) included (available at link sent by email)

1. South & East Calgary Region Transportation Study (S&ECRTS)

The S&ECRTS was initiated by the CMRB through an open competitive request for proposal 2018-02 in October 2018. The successful consultant, ISL Engineering and Land Services, began in their work in January 2019 with technical support from Aziz Merali of TransCan Engineering, CMRB's Transportation Subject Matter Expert (SME).

S&ECRTS and the previously completed NCRTS (adopted by the Board in September 2019), were developed to identify and prioritize regionally significant transportation projects. The studies considered currently planned growth and existing growth conditions. As such, they inform the 'business as usual' scenario of the regional road network component of the Growth and Servicing Plan. The Growth and Servicing Plan

is exploring alternative regional land use scenarios, which may influence future travel demand and thus transportation priorities. Regional transportation priorities will need to be re-evaluated over time to reflect the Board's growth priorities as established through the Growth and Servicing Plan.

1.1. Study Objectives

The study objectives were:

1. Using the NCRTS process as a guide, develop the interim and long term transportation network to support the planned growth in the south and east portion of the CMR over the next 10 and 20 years.
2. Design the study process such that the two transportation networks can be integrated
3. Develop a 2028 and 2039 Transportation Infrastructure Project Priorities list for the South & East portion of the Calgary Metropolitan Region (CMR).

2. Next Steps

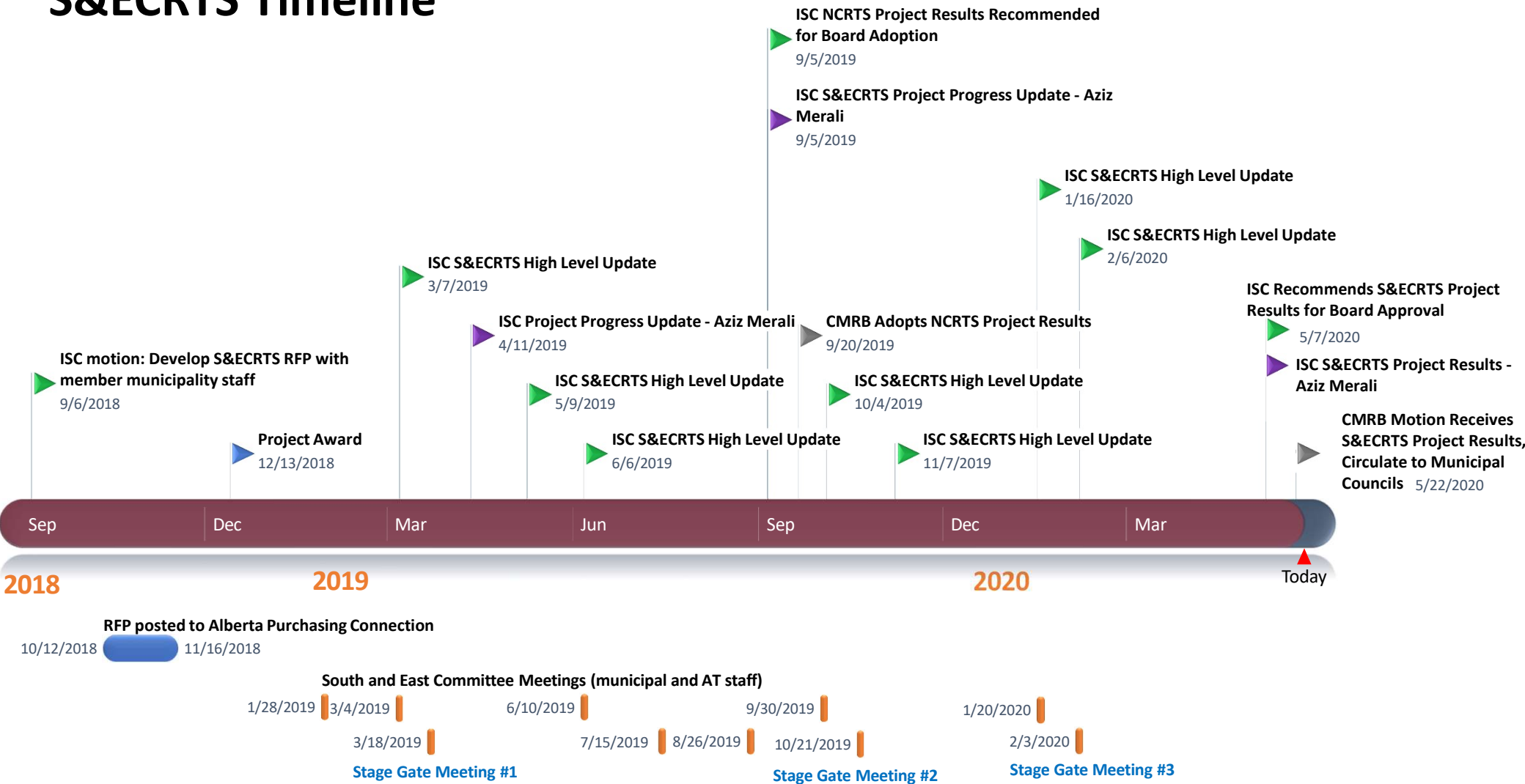
The results of this study may be considered in the upcoming funding program review process in September 2020 and possibly sooner given the province's plans for economic stimulus. The relative ranking of proposed transportation projects will provide benefit to the CMR as a whole and should assist with expediting provincial funding commitments. Of note is that each of the projects listed are in varying stages of progress; some require land acquisition, some have progressed to the design phase and some may be 'shovel-ready'. The status of the projects may become a factor for provincial funding review and decision-making. Consequently, the list is not meant to be construed as a consecutive list. Rather, it is a list of projects that are regionally significant and are expected to provide benefit to the CMR. It is understood that a similar collaborative approach continues to be successful in the Edmonton Metropolitan Region, where area municipalities have participated in common regional prioritization efforts for more than a decade.

3. Recommendation

That the Board approve the South and East Calgary Regional Transportation Study; and

That the Board share the South and East Calgary Regional Transportation Study with the Minister of Transportation and senior leadership at Alberta Transportation

S&ECRTS Timeline



Agenda Item	7
Submitted to	Board
Purpose	For Decision
Subject	Integration of the North and South & East Transportation Studies
Meeting Date	June 26, 2020
<p><i>Motion that the Board approve the Integration Memo of the North Calgary Regional Transportation Study and the South and East Calgary Regional Transportation Study</i></p> <p><i>Motion that the Board share the integration memo with the Minister of Transportation and senior leadership at Alberta Transportation</i></p>	
<p>Summary</p> <ul style="list-style-type: none"> • In September 2018 CMRB administration was authorized by ISC to develop a RFP, with support from the Transportation Technical Advisory Group, for a transportation study covering the remaining geographical portions of the Calgary Metropolitan Region (CMR). The study is referred to as the South and East Calgary Regional Transportation Study (S&ECRTS). ISL Engineering and Land Services (ISL) was the successful proponent, through the competitive bid process. • The NCRTS began in 2018 and the project results and report was adopted by the Board in September 2019. The report was also presented to Alberta Transportation Deputy Minister, Director and Executive Director in July of 2019 in order to fulfill the initial request from the province. The NCRTS committee was praised, by the province, for their collaboration and commitment in determining the priority of transportation infrastructure upgrades that would benefit the Calgary region. • Following adoption of the NCRTS in September 2019, the Board directed CMRB Administration to develop and submit an integrated list of transportation projects and priorities, across the CMR, for the 10 and 20 year horizons that would be used to communicate regional network needs to the province • The S&ECRTS began in January 2019 and the project deliverable was the subject of a previous motion and agenda item of today's meeting. The report was reviewed by administrations from participating member municipalities and Alberta Transportation. 	

- CMRB member municipalities participated in a meeting with ISL's project team and CMRB SME to confirm the evaluation criteria and scoring for consistency and completeness.
- S&ECRTS and the previously completed NCRTS (adopted by the Board in September 2019), were developed to identify and prioritize regionally significant transportation projects. The studies considered currently planned growth and existing growth conditions. As such, they will inform the regional road network component of the Growth and Servicing Plan. The Growth and Servicing Plan is exploring alternative regional land use scenarios, which may influence future travel demand and thus transportation priorities. Regional transportation priorities will need to be re-evaluated over time to reflect the Board's growth priorities as established through the Growth and Servicing Plan.
- In the May 2020 Land Use and Servicing Committee meeting, the study was recommended to the Board for approval with clarifications to the Wheatland County population and employment values, such that only population and employment values within the CMRB boundary be presented in the body of the report. The previous version included population and employment values for areas outside the geographical boundaries of the CMRB, commensurate with standard transportation planning practice. The concern from Wheatland County was that the population or employment data, as previously presented, may be used incorrectly by others. A memo summarizing this clarification has been circulated via email link.
- The analysis and results of the S&ECRTS do not change. The revised technical memo regarding integration of the studies with clarifications to Wheatland County population and employment data has been circulated via email link.
- At the May 22, 2020 Board meeting, the following motion was passed:
That the Board acknowledge receipt of the South and East Regional Transportation Study and forward the Study to Municipal Councils for review and comment before returning to the June Board meeting.
 Consequently, the integration memo agenda item was tabled at the May 22, 2020 meeting of the Board.
- CMRB admin and the consulting team offered support to municipal staff in presenting S&ECRTS and the integration memo to municipal councils. The consulting team presented the information at member municipality council meetings for three member municipalities. The remaining seven municipalities, at their discretion, decided not to have a presentation, or the presentation to council was completed by municipal staff.

Attachments

- Memo regarding Wheatland County population and employment clarifications, ISL (available at link sent by email)
- Revised Technical Memo: Integration of NCRTS and S&ECRTS Studies, ISL (available at link sent by email)
- Timeline for S&ECRTS and Integration with NCRTS

- Presentation to Land Use and Servicing Committee, Aziz Merali. Previously presented to Committee on May 7, 2020 with edits to Wheatland County data (slides 6 and 7) included (available at link sent by email)
- Letter to Minister McIver

1. Regionally Significant Transportation Projects in the CMR: Integration of NCRTS and S&ECRTS

S&ECRTS and the previously completed NCRTS (adopted by the Board in September 2019), were developed to identify and prioritize regionally significant transportation projects. The studies considered currently planned growth and existing growth conditions. As such, they inform the 'business as usual' scenario of the regional road network component of the Growth and Servicing Plan. The Growth and Servicing Plan is exploring alternative regional land use scenarios, which may influence future travel demand and thus transportation priorities.

The list of projects is not meant to be interpreted as a consecutive list. Rather, it is a list of projects that are regionally significant and are required to support the planned growth for the 10- and 20-year horizons.

2. Next Steps

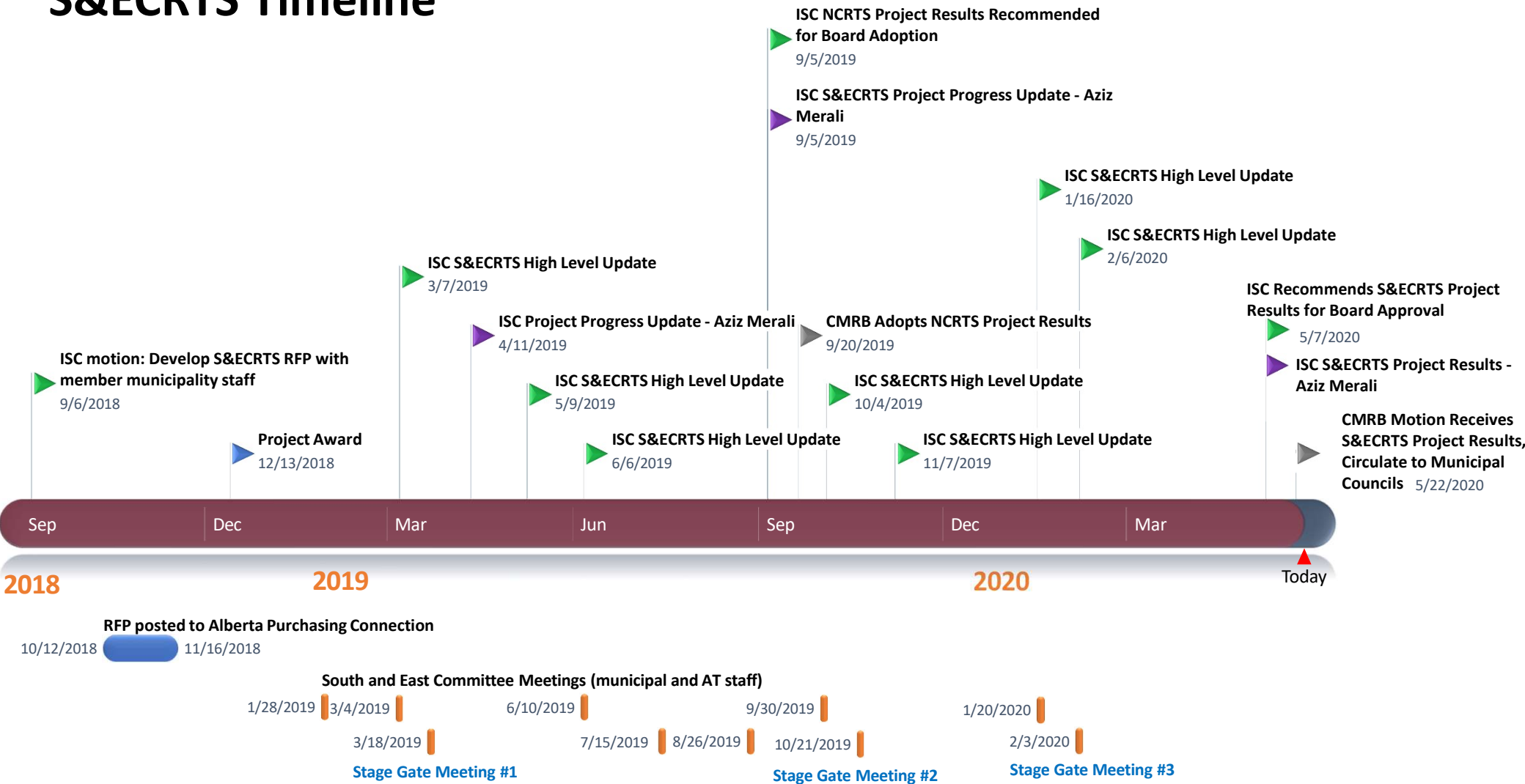
The results of this study may be considered in the upcoming funding program review process in September 2020 and possibly sooner given the province's plans for economic stimulus. The relative ranking of proposed transportation projects will provide benefit to the CMR as a whole and should assist with expediting provincial funding commitments. Of note is that each of the projects listed are in varying progress stages; some require land acquisition; some have progressed to the design phase and some may be 'shovel-ready'. The status of the projects may become a factor for provincial funding review and decision-making. Consequently, the list is not meant to be construed as a consecutive list. Rather, it is a list of projects that are regionally significant and are known to provide benefit to the CMR. It is understood that a similar collaborative approach continues to be successful in the Edmonton Metropolitan Region, where area municipalities have participated in common regional prioritization efforts for more than a decade.

3. Recommendation

That the Board approve the Integration Memo of the North Calgary Regional Transportation Study and the South and East Calgary Regional Transportation Study; and

That the Board share the integration memo with the Minister of Transportation and senior leadership at Alberta Transportation

S&ECRTS Timeline



Agenda Item 7 Attachment

Agenda Item	8
Submitted to	Board
Purpose	For Decision
Subject	Transit Background Report
Meeting Date	June 26, 2020
<i>Motion that the Board APPROVE the Transit Background Report</i>	
<p>Summary</p> <ul style="list-style-type: none"> • The Transit Subcommittee was established in April 2019 to prepare a background report on transit in the Calgary Metropolitan Region (“CMR”). • In July 2019, the Subcommittee presented its recommendations to the Intermunicipal Servicing Committee. The ISC unanimously approved the recommendations. • The draft report was presented to the Land Use and Servicing Committee in June 2020. • The Committee requested changes to <i>Figure 5: Potential Future Regional Transit Service in the CMR</i> to better reflect potential future transit opportunities. Future transit opportunities will also be considered as part of developing the Growth and Servicing Plan. • The final draft report is being presented to the Board for approval. 	
<p>Attachments</p> <ul style="list-style-type: none"> • Draft <i>Transit Background Report</i> 	

1. Report Amendments

At the June 2020 the Land Use and Servicing Committee meeting, the Committee requested the following amendments be made to *Figure 5: Potential Future Regional Transit Service in the CMR*:

- Remove potential route to Irricana/Beiseker
- Add potential route to Strathmore
- Add potential route to Crossfield

These amendments have been incorporated into the document for consideration by the Board. Further consideration of potential transit routes will occur as part of developing regional growth scenarios for the Growth & Servicing Plan.

2. Background

The Transit Subcommittee was established in April 2019. The Subcommittee was mandated to complete the following tasks:

- To complete an overview of existing and planned transit in the CMR
- To define what transit means at the regional scale
- To consider planning approaches and best practices for transit focused at the regional scale
- To provide recommendations for consideration in the Growth Plan & Servicing Plan planning process

Subcommittee member municipalities include the City of Airdrie, City of Calgary, City of Chestermere, Town of Cochrane, Town of Okotoks, and Rocky View County.

3. Outcomes

The Transit Background Report provides an overview of transit in the CMR and includes recommendations around goals, objectives, definitions and potential policy opportunities. The Transit Background Report highlights the importance of transit to the economic, social and environmental health of the CMR, and the importance of working towards an efficient, integrated and connected approach to planning for and delivering transit services. The transit system is best supported when all member municipalities consider how to incorporate transit into their communities and business areas at all stages of the planning process, as appropriate to the local scale and context.

The report is available for information, but it is not binding to the Growth and Servicing Plan. Understanding the location, population and scale of growth areas is an important aspect of planning for transit, which will be determined as part of the HDR|Calthorpe scenario process; as such, the Transit Background Report recommends the integration of CMR transit specialists into the scenario process to ensure the appropriate integration of transit into the Growth & Servicing Plan.

4. Recommendation

That the Board approve the Transit Background Report.



TRANSIT BACKGROUND REPORT

June 26, 2020

Agenda Item 8 Attachment

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1. BACKGROUND TO THE REPORT

The purpose of this background report is to provide information about transit in the Calgary Metropolitan Region (“CMR”) and to provide general direction on land use planning and servicing approaches that speak to the requirements of the *Calgary Metropolitan Region Board Regulation* (“Regulation”). The outcomes of the report will inform the development of the Growth and Servicing Plan, but the recommendations of the background report are not binding on either plan.

The Transit Background Report was drafted by municipal experts with backgrounds in both transit and land use planning who participate in the CMRB’s Transit Subcommittee. Established in April 2019, the role of the Subcommittee is:

- To complete an environmental scan of existing and planned transit in the Calgary Metropolitan Region (existing conditions)
- To define what transit means at the regional scale
- To consider planning approaches and best practices for transit focused at the regional scale
- To provide recommendations for consideration in the Growth Plan and Servicing Plan planning process

The Subcommittee includes representatives from the City of Airdrie, City of Calgary, City of Chestermere, Town of Cochrane, Town of Okotoks, and Rocky View County. In addition to this expertise, a broad range of research sources were consulted.

Public engagement activities related to transit were deferred to the Growth and Servicing Plan engagement process as the content of the background report includes recommendations only and is not binding to the outcomes of the Growth and Servicing Plan.

Proper integration of transit into the Growth and Servicing Plan makes the ultimate delivery of transit services more efficient over time, creating higher levels of service at lower costs.

- This report provides an overview of some key considerations around transit-oriented communities with the understanding that discussions around growth areas, density, general land use, and intermunicipal transit corridors are within the scope of HDR Calthorpe’s scenario work.
- The Regulation allows for regional consideration of shared service delivery. As noted in Section 6.4 of this report, it is recommended that transit planning and operations considerations be deferred until there is a consensus about the scale and location of growth areas.

2. DEFINITIONS

Higher Order Transit (HOT): Transit service planned and designed to maintain greater levels of speed, reliability and passenger capacity than can be achieved by transit vehicles operating in mixed traffic, often by operating transit vehicles in dedicated rights-of-way.

Transit-Oriented Communities (TOC): Places that, by their design, allow people to drive less and use other forms of transportation, such as walking, cycling, and transit. These regions, municipalities or neighbourhoods focus higher-density, mixed-use, pedestrian friendly areas within walking distance of frequent transit, and they implement mobility management measures to discourage unnecessary driving.

Transit-Oriented Development (TOD): Specific buildings or development projects whose form and design are shaped by their proximity to frequent transit.

3. REPORT CONTEXT

Transit is the only consideration listed as aspects of both the Growth Plan and the Servicing Plan in the *Calgary Metropolitan Region Board Regulation*:

- The Growth Plan must include the "identification of...corridors for recreation, transportation, energy transmission, utilities and intermunicipal transit" Section 9.1(b)(iv)
- Servicing Plan must "list the servicing required to support the development outlined in the Growth Plan, which may include transportation, including regional transit..." Section 16(a)(i)

These two elements of transit were identified and described by the Subcommittee as:

- incorporating transit into land use planning norms ("planning for transit"), and
- providing transit service and operational considerations ("transit planning").

4. THE IMPORTANCE OF TRANSIT

As discussed in the Transit Subcommittee, providing transit makes the CMR more resilient and adaptable to shifts in economic, environmental and demographic patterns. The following list defines the rationale for emphasizing transit as a fundamental aspect of the Growth and Servicing Plan. These considerations help to inform the recommended outcomes identified in this report.

- Public transit is an increasingly important mode of connecting to people to jobs, housing and institutional uses.
- Public transit serves the essential needs of communities, even during the most challenging times.
- Costs are increasing for owning and operating a personal vehicle at a time when poverty and income disparity are growing.
- Demographic profiles are changing, increasing the need for alternative modes of transportation.
- Promoting regional economic benefits is important.
- Rural areas benefit from transit, too.
- There is a need to reduce environmental impacts.

Public transit is an increasingly important mode of connecting to people to jobs, housing and institutional uses

Transit is a more sustainable way to connect people to jobs, appointments, community services, retail opportunities, and friends and family, regardless of income or living situation. As discussed by the Transit Subcommittee, recent changes in general types of employment and the move to more shift work and part-time work has increased the need for transit services in the CMR. The regionalization of services, from healthcare facilities to recreation centres to employment areas, also increases the need for thoughtful consideration of regional transit connections and transit-oriented communities.

Although commuting to work in single-passenger vehicles remains the dominant mode of transportation for those commuting to jobs and services, more people are relying on other means of travel over time. According to StatsCan (2016 census), between 1996 to 2016 the number of people living in census metropolitan areas who commuted to work increased from 8.6 million to 11.7 million (35.9% increase). Over the same 20-year period, workers choosing to take transit to work grew as a proportion of new commuters:

- taking public transit increased by 58.7%,
- cycling increased by 87.9%,
- using a car increased by 31.5%, and
- walking increased by 23.4%.

Public transit serves the essential needs of communities, even during the most challenging times

Transit is an essential service for those individuals who cannot drive due to financial or physical barriers, students and youth, but it also supports a range of lifestyle choices for those who prefer to commute using modes other than personal vehicles. During the COVID-19 pandemic, public transit services continued to provide service in communities, and to connect residents to essential services such as medical care and groceries, while also providing a mobility option for essential workers to access employment. The pandemic has highlighted transit as a core element of maintaining essential services and as a fundamental means of connecting people with the services they rely on.

Costs are increasing for owning and operating a personal vehicle at a time when poverty and income disparity are growing

The costs associated with commuting and mobility impact personal budgets. The Canadian Urban Transit Association (CUTA) notes that in 2001 in Canadian Communities, 19% of family expenditures went to housing, 13% went to transportation and 11% went to food. Household spending patterns remained generally unchanged by 2004, although transportation increased its budget share to 14%, a trend which would be expected to increase as fuel costs rise (CUTA Transit Vision 2040, page 22). The Federation of Canadian Municipalities (FCM) has also quantified the costs associated with transportation, identifying an annual savings of approximately \$10,000 per household when occupants of the household commute by transit (First 100 Days, page 16).

Figure 1: The Economic Impacts of Mobility Choices



Source: Federation of Canadian Municipalities, First 100 Days (page 16)

Demographic profiles are changing, increasing the need for alternative modes of transportation

Demographics profiles across Canada, Alberta and the CMR are changing as immigration increases, as poverty increases, and as the population ages. These changes play a significant role in the demand for transit. As described in an international transit research study completed by the University of Toronto for CUTA, “population characteristics such as the share of college students, population in poverty, average income, proportion of recent immigrants and ethnic composition are acknowledged as the most significant external socioeconomic factors [in transit ridership]” (page 17).

- The CMRB-approved population projections (2018) show that international migration and interprovincial migration are expected to be the two primary sources of population increase in the Region over the next 40 years. This aligns with the Government of Alberta’s 2019 to 2046 growth projections which indicate that 47% of Alberta’s growth will happen through international immigration, 33% by natural increase, and 20% by interprovincial immigration. The Federation of Canadian Municipalities (FCM) notes that new immigrants are twice as likely to commute by public transit as Canadian-born workers (First 100 Days, page 4).

- An aging population will drive an increase in the number of Canadians who rely on transit to get around. The Government of Alberta's 2019 to 2046 growth projections indicate that the number of seniors in the province will double, meaning that by 2046 one in every five Albertans will be a senior. These riders may also require a higher standard of accessibility and security than other transit users (CUTA Transit Vision 2040: 5 Years of Progress, page 4). Many older Canadians will maintain a high-level of activity, including longer working lives, and will have a higher need for mobility. Most will be accustomed to driving and be more likely to live in suburban areas currently underserved by transit (CUTA Transit Vision 2040: 5 Years of Progress, page 19). This need for transportation to key services will especially affect rural areas of the CMR where the population is older on average and located a greater distance from services.

Promoting regional economic benefits is important

Promoting the movement of people and goods throughout the CMR promotes business and employment. Because all residents of the CMR do not have access to vehicle transportation - due to their age, income level and other factors - it is important to provide a means of connecting these residents to employment and retail services. This increases the economic potential of the region.

- Although transit is an expensive service to provide, it produces economic growth that promotes the overall health of the CMR. As noted in *Figure 1: The Economic Impacts of Mobility Choices*, FCM estimates that every \$1 billion invested in transit creates about \$3 billion in economic growth. In its paper *The Importance of Public Transit in Canada and Calgary, and Who Should Pay*, The City of Calgary's Corporate Economics noted that "for all Calgarians of all ages whether riders or not, [it is] estimated the total benefits of Calgary Transit in Calgary at about \$570 million. This results in a benefit to cost ratio as high as 1.8 to 1. Interestingly, about 2/3 of the total benefits to all Calgarians from Calgary Transit comes from reduced road congestion alone" (page 2).

Rural Areas Benefit from Transit, Too

Rural areas in the CMR tend to be dispersed and automobile dependent. This isolation increases as the region urbanizes and public services such as healthcare facilities, recreation centres, shops and retail services, and employment areas are consolidated into regional centres to improve the efficiency of service delivery.

Studies done for the Victoria Transport Policy Institute note that improving rural travel options can provide benefits to rural users and businesses, reducing chauffeuring burdens imposed on drivers and increasing local tourist business activity (Rural Multi-Modal Planning, page 5).

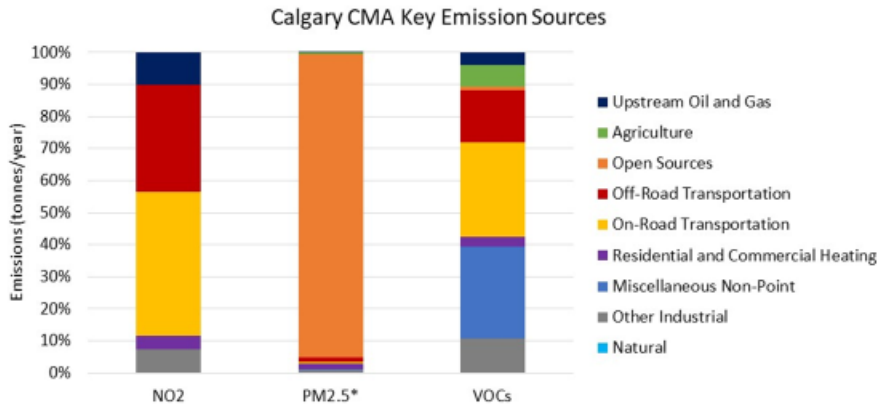
- As noted by the Victoria Transport Policy Institute in their Rural Multi-Modal Planning report, rural communities are attracting a growing number of retired Canadians who need access to a range of goods and services, such as preventative health, social services and seniors housing. While the population of seniors aged 55 and older is increasing in both metropolitan and rural regions, smaller communities will have fewer local support resources.
- FCM notes that rural Canada continues to create jobs across different sectors of the economy, with job growth of more than 7% over fifteen years from 2001 to 2016. In 2016, almost 23% of Canadians worked in rural communities. FCM underscores the importance of youth retention in rural areas to promoting the long-term economic vitality of rural Canada, which has had more difficulty than non-rural areas in retaining youth employment (Rural Challenges, page 5-6).

There is a need to reduce environmental impacts

Transit use achieves the objectives of reducing energy use, air pollution, greenhouse gas emissions and congestion. Transportation emissions are the largest source of greenhouse gas (GHG) emissions in Canada, at 24% of all GHGs (CUTA Transit Vision 2040: 5 Years of Progress, page 27). As identified in *Figure 2: Key Emission Sources*, on-road transportation is a significant source of NO₂ and VOCs in the Calgary census metropolitan area.

Figure 2: Key Emissions Sources (Calgary Census Metropolitan Area)

Key Emission Sources



Source: South Saskatchewan Region Air Quality Management Framework: Alberta's Approach to Implementing the Canadian Ambient Air Quality Standards (CAAQS), 2019 Presentation to Calgary Regional Airshed Zone (CRAZ)

5. REGIONALLY SIGNIFICANT TRANSIT

In the CMR, there are a range of municipally and privately provided transit options at both the regional and local scales. A brief overview of transit services in the CMR is provided in *Appendix A: Transit in the CMR at a Glance*. Municipalities in the CMR are already providing a high level of transit service. Calgary, which offers 4,369 km of transit routes, 159 bus routes and 45 LRT stations, has the most rapid transit per million residents of any major Canadian city. Airdrie offers fixed route, dial a bus, and intermunicipal bus service. Both Cochrane and Okotoks offer on-demand transit services in their communities. Private operators are creating connections and accessibility for residents across the region and provide services for vulnerable populations in rural areas.

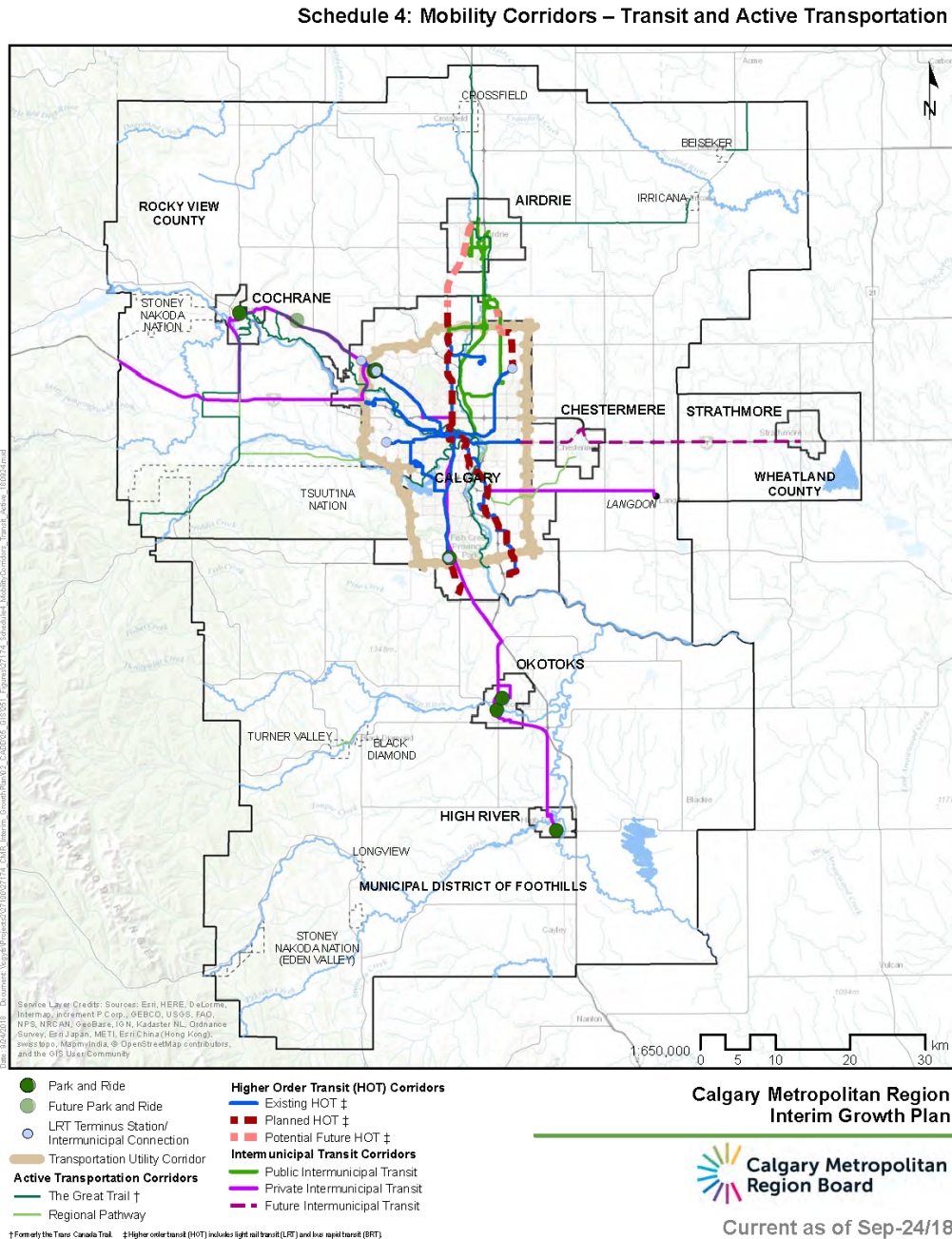
This Transit Background Report focuses on transit services and opportunities that are regionally significant in scale and support a regional system of transit. The Transit Subcommittee defined regionally significant transit as those aspects of transit in the CMR, including transit corridors and supportive infrastructure and transit services that connect municipalities together. Mapping provided in this background report captures existing, planned and potential fixed route transit.

5.1. INTERIM GROWTH PLAN

A first opportunity to define the regionally significant transit system came through the development of the Interim Growth Plan (IGP). The IGP was approved by the CMRB in September 2018 to provide an interim approval framework for statutory plans (Intermunicipal Development Plans, Municipal Development Plans, Area Structure Plans and Area Redevelopment Plans). The IGP map is provided below as *Figure 3: Interim*

Growth Plan, Schedule 4: Mobility Corridors – Transit and Active Transportation. The IGP identified several potential higher-order regional transit corridors, including currently planned extensions to the existing LRT lines in Calgary and the future Green Line.

Figure 3: Interim Growth Plan, Schedule 4: Mobility Corridors – Transit and Active Transportation



Source: Interim Growth Plan, Calgary Metropolitan Region Board

5.2. EXISTING AND PLANNED REGIONALLY SIGNIFICANT TRANSIT SERVICE

Since the development of the IGP, the Transit Subcommittee has worked to further refine the definition of regionally significant transit in the CMR. *Figure 4: Existing and Planned Regional Transit Service in the CMR* is a current snapshot of fixed route existing and planned regionally significant transit in the CMR as identified in municipally-approved documents.

5.2.1. Higher Order Transit

Higher order transit in the CMR is provided through light rail transit (LRT) and bus rapid transit (BRT).

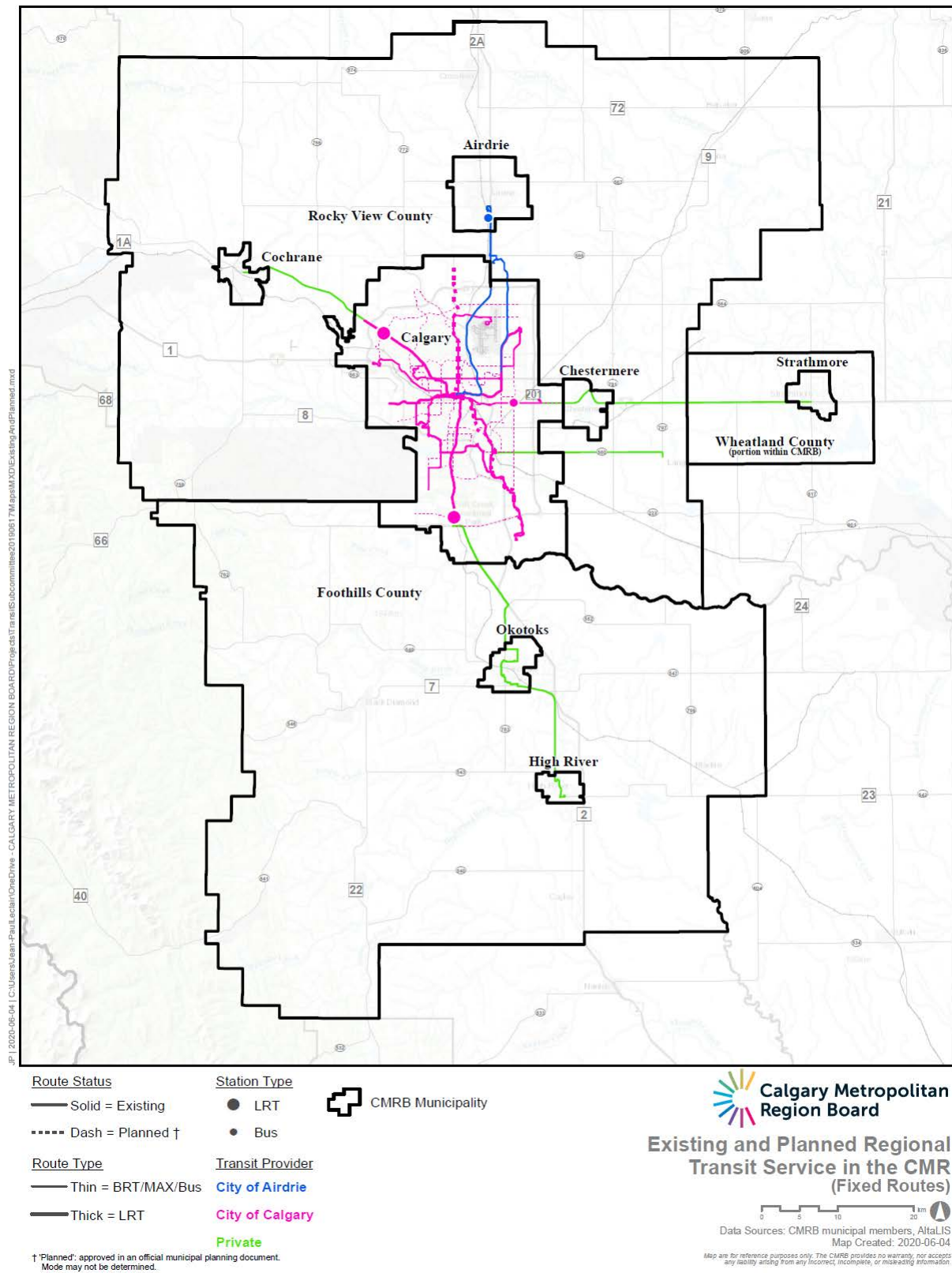
- Calgary Transit operates two light rail transit (LRT) lines with a mixture of on-street operation and dedicated right-of-way. The City of Calgary provides light rail transit and bus rapid transit, which are connected through an extensive network of local routes. Some of the stations offer a potential appropriate transfer point for future regional connections.
- Calgary Transit provides four high frequency bus routes with specialized shelters, real-time information and distinct branding to supplement the light rail network. Branded as 'MAX' rapid transit lines, routes currently include the MAX Purple, MAX Teal, MAX Orange and MAX Yellow. MAX Purple and MAX Yellow have sections of dedicated right-of-way and other transit priority measures on all routes.
- Calgary Transit provides four BRT routes with limited stop, cross town connections including signal priority, queue jumps and short sections of transit only lanes. These routes connect major employment hubs include Calgary International Airport, Quarry Park and Seton Hospital.
- The City of Calgary is in the process of finalizing plans for a new Green Line that would add 46 kilometres of track to the existing 59-kilometre LRT system.

5.2.2. Intermunicipal Bus Routes

There are several public and private service providers in the CMR that offer bus transit service to connect municipalities together. These bus routes often link to LRT stations and park and ride facilities in Calgary.

- Airdrie Transit provides connections between Airdrie and Calgary. They have the highest level of service of all regional connections in the CMR with 24 return trips per day on three routes. The service is operated by Airdrie Transit under the ICE (InterCity Express) brand.
- First Student Canada operates a commuter service between Strathmore, Chestermere and downtown Calgary with a single trip in the AM and PM, in peak direction only. There are no stops within Wheatland County or Rocky View County.
- Southland Transportation operates regional services including routes between High River, Okotoks and downtown Calgary, Cochrane and downtown Calgary under the 'On-It' brand. This service focuses on regional commuters. On-It operates a weekend service between Calgary and Banff in the summer.
- Red Arrow operates a shuttle between the Somerset-Bridlewood LRT station and Spruce Meadows on Calgary FC Soccer games. Calgary Transit services are also accessible via park and ride lots at BRT and LRT stations in the south part of Calgary.
- The Rocky View Bus, Strathmore Handi-Bus, and High River Handi-Bus connect residents from small and rural communities to health and retail services.

Figure 4: Existing and Planned Regional Transit Service in the CMR



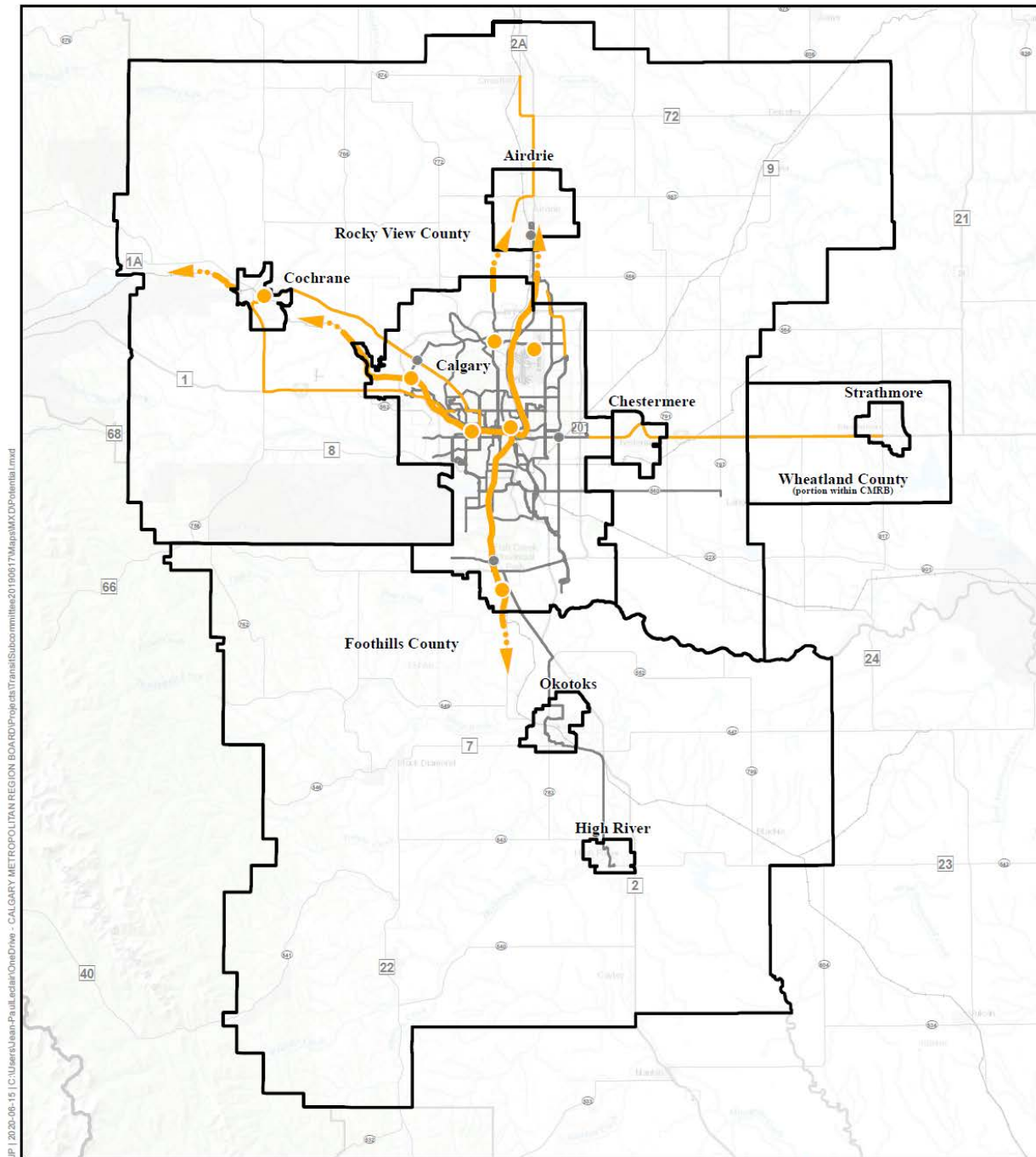
5.3. POTENTIAL REGIONALLY SIGNIFICANT TRANSIT SERVICE

There are several regionally significant potential or aspirational transit opportunities that have been considered but are not yet planned. *Figure 5: Potential Future Regional Transit Service in the CMR* offers a current understanding of potential or aspirational regionally significant transit in the CMR. These opportunities will be reconsidered as part of developing the Growth & Servicing Plan once the location, scale and projected population of growth areas is known.

Potentially regionally significant transit opportunities include:

- The potential for passenger rail connection between Calgary and Banff alongside the existing heavy rail corridor.
- The City of Airdrie has a long-term vision for higher order transit that would align with the City of Calgary, including modal split targets. This is presented in the Airdrie Transportation Master Plan.
- The City of Chestermere is actively considering options for transit service between Chestermere and Calgary along 17th Ave SE.
- The Town of Cochrane and Southland Transportation are in the beginning stages of planning the integration of fixed local COLT routes with an enhanced On-It regional service. This service would connect COLT routes to the Town's new Transit Hub located at 360 Railway St. W. From here, regional coach buses would take people to/from Calgary destinations on regional routes along Highway 1A and Highway 22. Calgary destinations would include Brentwood LRT station, SAIT, Foothills and Downtown. Cochrane is also looking into a potential summer route to Banff.

Figure 5: Potential Future Regional Transit Service in the CMR



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Potential Transit †

- Bus
- - - LRT/Commuter Rail
- Bus/LRT Station

Existing and Planned Transit

- All modes
- Bus/LRT Station

CMRB Municipality

† Includes conceptual, aspirational transit corridors/lines (i.e., not approved in an official municipal planning documents)



Potential Future Regional Transit Service in the CMR



Data Sources: CMRB municipal members, AltaLIS
Map Created: 2020-06-15

Map are for reference purposes only. The CMRB provides no warranty, nor accepts any liability arising from any incorrect, incomplete, or misleading information.

6. PROJECT OUTCOMES

The Transit Subcommittee has created several recommendations around transit in the CMR. The recommendations of this report are not binding to the Growth and Servicing Plan process, but are intended to inform the development of the Growth and Servicing Plan.

In a region as large and diverse as the CMR, scale is an important consideration in planning for and delivering transit services. There is no single approach to providing transit services that fits all contexts. The Subcommittee recommendations take scale into account, allowing for design and planning solutions that are appropriate to each member municipality.

6.1. RECOMMENDED GOAL

The Subcommittee recommends the use of the following goal to guide a regional approach to transit in the Growth and Servicing Plan:

To support the economic, social, environmental health of the Calgary Metropolitan Region through an efficient, integrated and connected approach to planning for and delivering transit services.

6.2. RECOMMENDED OBJECTIVES

The Subcommittee recommends the use of the following objectives to guide a regional approach to transit in the Growth and Servicing Plan:

- Objective #1: Promote transit supportive communities across the CMR
- Objective #2: Identify transit corridors that connect land use, regional transit areas, activity hubs, and higher density, mixed use development
- Objective #3: Ensure transit is integrated into the Growth and Servicing Plan
- Objective #4: Support an efficient transit service in the CMR
- Objective #5: Promote coordination with provincial and federal governments

6.3. RECOMMENDATIONS: GROWTH PLAN

The following section provides recommended ways of achieving the objectives as outlined in Section 6.2 above.

Recommendations for Objective #1: Promote transit supportive communities across the CMR

Integrating land use and mobility is critical to a strong region. Transit-oriented communities and developments are a necessary part of growing the transit network in an efficient, integrated and connected manner. When land use and transportation are well coordinated, transit can provide fast, direct and cost-effective access to more destinations for more people. Transit-oriented communities support higher levels of walking, cycling and transit and result in lower levels of automobile use and greenhouse gas emissions. There are many examples of planning for transit at the regional scale around Canada which were reviewed by the Subcommittee.

1. Learning from other regions, the Transit Subcommittee recommends Growth and Servicing Plan maps identify:
 - key regional activity hubs,
 - regional transit infrastructure (stations, park and rides, etc.),
 - existing and future rapid transit or priority transit corridors,

- intensification overlays, or similar, to show where future regional hubs might develop areas of the transit network where mode progression is desirable, i.e. where BRT can be transformed into LRT when appropriate, and
 - connections with regional pathway corridors when possible.
2. The Transit Subcommittee recommends that the Growth and Servicing Plan policies provide appropriate guidance to municipalities on planning for transit to create a consistent approach to transit in the CMR. Transit has a role to play in every community in the CMR, but it may be provided at different scales and may not always be municipally provided.
 3. The Growth and Servicing Plan is an opportunity to incorporate best practices for land use planning to promote efficient, integrated and connected service delivery. The Transit Subcommittee offers the following policy opportunities:
 - Municipal Development Plans provide direction on appropriate approaches to transit.
 - Municipal Development Plans and Area Structure Plans identify how infill might be achieved along higher density, mixed use corridors to support the provision of transit along frequently travelled corridors, as appropriate to the scale and context.
 - New Area Structure Plans and Area Redevelopment Plans provide direction on how plans could provide or improve transit service in the future, as appropriate to the scale and context.
 - New Area Structure Plans and Area Redevelopment Plans provide direction on transit-oriented design strategies and standards, as appropriate to the scale and context. For example, at the municipal or local scale this might mean:
 - Locate institutions, employment and housing together and in proximity to existing or future transit.
 - Define walk catchments around transit stations and encourage higher intensity, mixed use development in those areas.
 - Provide policies for intensification and increasing mix of uses in existing built areas
 - Encourage pedestrian friendly street design.
 - Include transit corridors with direction on how the corridors will be realized over time, such as incorporating consideration of transit corridors into transportation impact assessments and other supporting documents where relevant.
 - Identify how local transit connects and feeds into regional transit.
 - Incorporate the recommendations of transit planners when writing transit into statutory plans.

Outcomes for Objective #2: Identify transit corridors that connect land use, regional transit areas, activity hubs, and higher density, mixed use development

The *Calgary Metropolitan Region Board Regulation* requires the identification of intermunicipal transit corridors in the Growth and Servicing Plan.

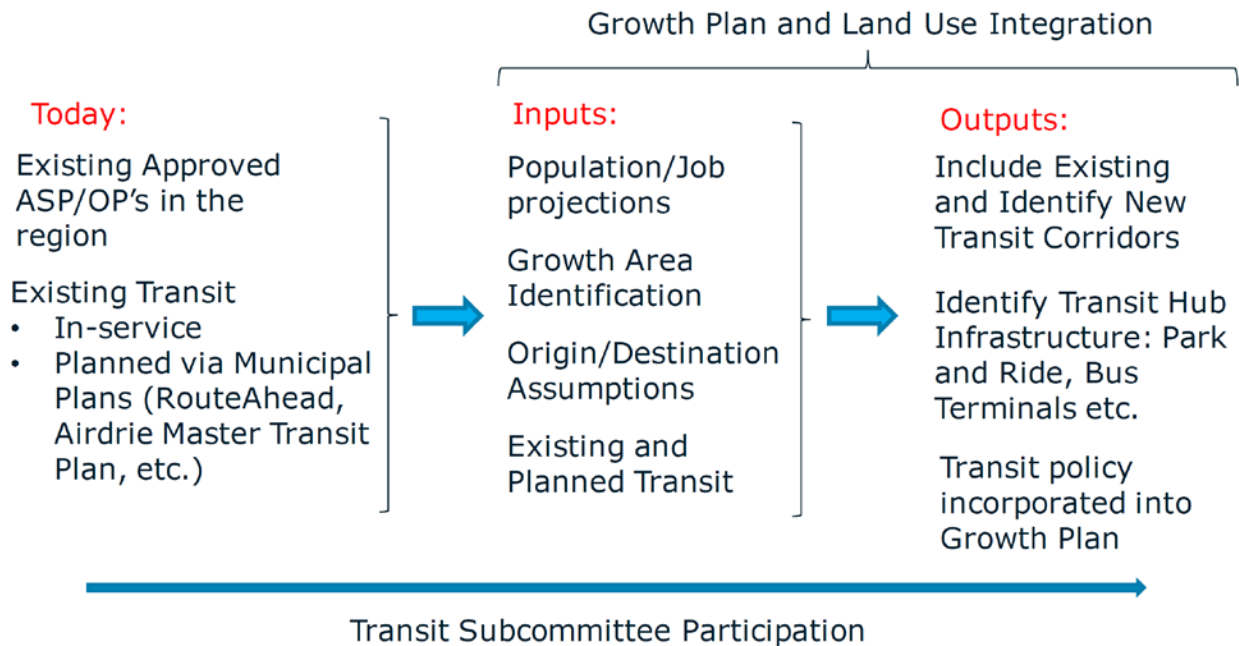
1. The Transit Subcommittee supports the identification of transit corridors in the Growth and Servicing Plan as an important part of planning the long-term growth of the regional transit system. Identifying transit corridors in the Growth and Servicing Plan enables corridor protection over time and allows for the planning of higher density and mixed use nodes in a pattern that supports the efficient and effective delivery of transit. It is recommended that park and ride infrastructure and regional connection opportunities be included in the consideration of corridors as these are important aspects of the regional system.

Outcomes for Objective #3: Ensure transit is integrated into the Growth & Servicing Plan

It is critical that transit be fully integrated into the Growth and Servicing Plan. This makes the provision of transit services more efficient and cost-effective over time.

1. The Transit Subcommittee recommends the following approach to integrating transit into the policies of the Growth and Servicing Plan (Figure 6). The Transit Subcommittee should be made available to the Growth and Servicing Plan consultant to support the scenario process.

Figure 6: Process for Integrating Transit into the Growth and Servicing Plan



2. The Transit Subcommittee was established to act as a resource for the CMRB and to help integrate transit into the development of the Growth and Servicing Plan. The time and expertise of the Transit Subcommittee members should be made available to support the scenario process.

6.4. RECOMMENDATIONS: SERVICING PLAN

The following section provides recommended ways of achieving the objectives as outlined in Section 6.2.

Outcomes for Objective #4: Support an efficient transit service in the CMR

An objective of the *Calgary Metropolitan Region Board Regulation* is to support the optimization of shared services to enhance use of ratepayer dollars through collaboration. There are many examples of coordinated transit planning at the regional scale around Canada. For example, other regions outside the CMRB:

- Offer tools and support for smaller municipalities,
- Coordinate decision-making amongst member municipalities, through a regional transit service entity or other mechanism,
- Hold regular meetings amongst transit specialists, and
- Other.

1. The Transit Subcommittee recommends that the CMRB defer service delivery and governance considerations until after the completion of the Growth and Servicing Plan (post-2020). There is a need to understand the location and scale of growth areas prior to moving forward with transit planning and network considerations.

2. The Transit Subcommittee recommends the following next steps for transit implementation/servicing strategies be included in Growth Plan and Servicing Plan policies:
 - Complete a Regional Transit or Regional Mobility Plan to implement Growth and Servicing Plan recommendations. A regional study or plan of this type could include a review governance and service delivery models based on the approved Growth and Servicing Plan policies.
 - Establish a collaborative regional group tasked with planning and deploying integrated and efficient transit services. This would enable the pursuit of efficiencies in transit service delivery on an ongoing basis.

Outcomes for Objective #5 Promote coordination with provincial and federal governments

Policy decisions and funding mechanisms at the provincial and federal levels of government affect how transit is planned, built and operated at the regional scale.

1. The Transit Subcommittee recommends that the CMRB coordinate with other government agencies to enhance the use of rate payer dollars and promote the sustainability of the transit systems in the CMR. For example, the regionalization of health programs has created significant demand for transit in the CMR. Delivering clients to provincial health programs and other provincial service programs is driven by provincial policies but is not compensated by the Province. This leaves member municipalities to plan, deliver or fund these services in whole or in part. Providing transit service for medical trips is a significant challenge for smaller municipalities with limited access to community medical facilities and limited access to transit services with regional transit connections.

7. CONCLUSIONS

Planning for transit at the regional scale is an extremely effective way of creating an *efficient, integrated and connected* transit system. It supports a more cost-effective and better planned transit network over time. Transit is a fundamental part of achieving many regional goals for improved economic growth, environmentalism, resilience and quality of life.

APPENDIX A: TRANSIT IN THE CMR AT A GLANCE

Table 1: Transit in the CMR at a Glance	
Transit in Member Municipalities	
City of Airdrie	<ul style="list-style-type: none"> • Transit service goes back to 1980 • Aiming for 1,000,000 transit trips/year by 2026 • Focus on customer service, inclusivity • Considerate of financial stewardship, return on investment • Incremental implementation • Regional transit service is main use of transit • Provides local fixed route and local OnDemand services
City of Calgary	<ul style="list-style-type: none"> • Most rapid transit per million residents of any major CAN city • Ridership of 110 million customers in 2015 • 4,369 km of transit routes • 159 bus routes and 45 LRT stations • Operates a fleet of accessible transit vehicles • Focus on investment in high use corridors • Calgary Transit Access provides accessible transit service
City of Chestermere	<ul style="list-style-type: none"> • New communities are being planned with transit in mind • Working with City of Calgary on possible transit extension on 17th Avenue into Chestermere downtown • Rocky View Bus provides privately delivered accessible transit
Town of Cochrane	<ul style="list-style-type: none"> • Successful 5-year pilot of on demand local transit started in 2019 • System could incorporate fixed or flexible routes • Expanding On It service to include additional stops (LRT/UofC/SAIT) and schedule times • Rocky View Bus provides privately delivered accessible transit
Foothills County	<ul style="list-style-type: none"> • Provides subsidized transportation for medical appointments through existing taxi services and High River Handi Bus
Town of High River	<ul style="list-style-type: none"> • Communities are being planned with transit in mind • On It provides private regional service from High River to Okotoks and Calgary • High River Handi Bus provides privately delivered accessible transit, which is partially funded by the Town of High River
Town of Okotoks	<ul style="list-style-type: none"> • Demand for local transit • On demand service is provided by the Town • The Town has focused on customer service and accessibility as the community moves towards transit • Links to Town's Environmental Sustainability Plan

Rocky View County	<ul style="list-style-type: none"> Recent ASPs include policy for accommodating transit into community and road designs Investigating service to Balzac mall and possible partnerships with Airdrie RVC Handi Bus provides privately delivered accessible transit, which is partially funded by RVC
Town of Strathmore	<ul style="list-style-type: none"> Strathmore Handi Bus provides privately delivered accessible transit, which is partially funded by Town of Strathmore
Wheatland County	<ul style="list-style-type: none"> Strathmore Handi Bus provides privately delivered accessible transit, which is partially funded by Wheatland County
Transit Provided by Private Operators	
On It	<ul style="list-style-type: none"> Operated by Southland Transportation Ltd. Includes commuter and recreation service Calgary Banff Canmore (Summer) Okotoks / High River / Calgary Anderson Station Cochrane / Calgary Downtown
First Student Canada	<ul style="list-style-type: none"> Provides commuter service from the following communities to downtown Calgary: <ul style="list-style-type: none"> Airdrie Carstairs Chestermere Didsbury Strathmore

APPENDIX B: BIBLIOGRAPHY

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Agenda Item	9
Submitted to	Board
Purpose	For Decision
Subject	Approach to Development of Policy for Flood Prone Areas
Meeting Date	June 26, 2020

Motion that the Board approve the approach to development of policy for flood prone areas

Summary

- The Scope/Contents of the Growth Plan were modified by the Board on April 20, 2018: the Growth Plan must include the following:
 - (e) policies regarding flood prone areas;
- The Interim Growth Plan (IGP) contains interim policy on flood prone areas. The IGP anticipated that provincial flood hazard area maps would have been publicly available shortly following the finalization of the IGP. The IGP identified that ‘Given the critical and complex nature of preparing a regional policy framework to address flood prone areas, the CMRB recognizes that the 2021 Growth Plan for the Region will require robust and substantive consideration of this matter.’
- Motion 2019-08 was unanimously passed at the Board in February 2019 and indicates that regional infrastructure that is planned, funded or approved be integrated into the assumptions of the Calgary Metropolitan Region Growth and Servicing Plan. As such, the Government of Alberta SR-1 dry dam is assumed to be part of future flood mitigation infrastructure on the Elbow River.
- In March 2019, Intermunicipal Servicing Committee (ISC) granted CMRB Administration the authorization to complete a series of studies in support of the Water Roadmap, including the Flood Workshop.
- At the April 2019 ISC meeting, ISC requested that CMRB Administration, with support from technical advisory groups, develop a strategy for advancing policy in flood prone areas.
- Per the Water Roadmap, policies regarding flood prone areas are meant to refer to riverine flooding at a regional scale. As a point of clarification, a stormwater background report was drafted by member municipality administrations and was approved by the Board in December 2019.

- To begin the process of drafting regional policy regarding flood prone areas, CMRB Administration held a workshop on October 10, 2019 to understand and identify policy goals and high level policy direction from member municipality elected officials and their administrations. A summary report from the flood workshop was prepared and was circulated to ISC, LUC, Land Use TAG, Water Table and HDR|Calthorpe.
- Following completion of the flood workshop summary report in February 2020, the next steps indicated in the report were to bring together Land Use TAG and Water Table in order to refine the goals, potential future policy direction and recommend a plan for next actions. Land Use TAG and Water Table met jointly in February, April and May, 2020 to discuss flood policy. This brief summarizes those discussions and proposes a path forward on this important topic for the Region.
- This agenda item describes the results of collaborating with the member municipalities Land Use TAG and Water Table, municipal experts, and the HDR|Calthorpe team
- The Land Use and Servicing Committee recommended the approach to development of policy for flood prone areas for approval by the Board at the June 2020 meeting
- Foothills County submitted proposed amendments for consideration by the Board to the approach and are attached here.

Attachments

- Proposed amendments, Foothills County

1. Introduction

On April 20, 2018, the Calgary Metropolitan Region Board voted to add “policies regarding flood prone areas” to the list of requirements to be included in the Growth and Servicing Plan. The Board has provided direction to CMRB Administration to address planning for flood prone areas with the intent of mitigating the impact of future flood events to the greatest extent possible.

The purpose of this agenda item is to report back to the Board on a recommended direction to achieve a more coordinated approach to flood prone areas over time.

At the February, April and May meetings, the Land Use TAG and the Water Table met to discuss the steps to develop policy for flood prone areas as directed by the Board. This report outlines why these considerations are key to the development of policies around flood prone areas and proposes how to move forward with policies around flood prone areas in light of the above factors.

2. Definitions

Land Use TAG and Water Table identified that the terminology used should be consistent with those used by the Province to ensure consistency among the member municipalities, development partners as well as consistency when communicating with

the public. These definitions may be subject to change by the province. Many of these terms were also used in the Interim Growth Plan.

CMRB Definitions

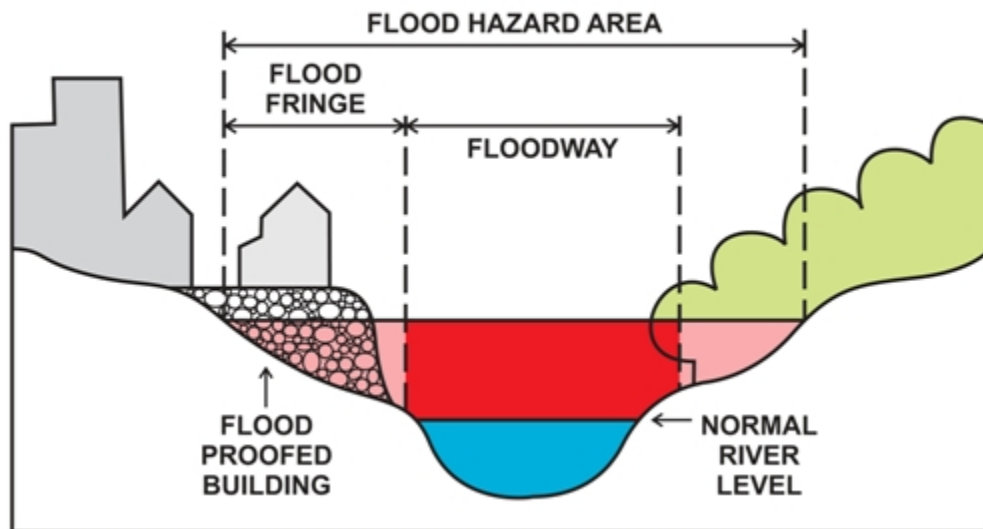
Flood Prone Areas – Includes the flood hazard area as defined by the Government of Alberta’s flood hazard maps and other areas that have been, or may be, affected by riverine flooding greater than the design flood as defined by member municipalities in respect of their local context.

Government of Alberta Definitions

Design Flood – The current design standard in Alberta is the 1% flood, defined as a flood whose magnitude has a 1% chance of being equalled or exceeded in any year. Although it can be referred to as a 100-year flood, **this does not mean that it will only occur once every hundred years.**

Flood Fringe – The portion of the flood hazard area outside of the floodway. Water in the flood fringe is generally shallower and flows more slowly than in the floodway. New development in the flood fringe may be permitted in some communities and should be flood-proofed.

Flood Hazard Area – The flood hazard area is the area of land that will be flooded during the design flood event under encroached conditions. Once this area is defined, the flood hazard area is typically divided into two zones, the floodway and the flood fringe.



Source: Government of Alberta, www.alberta.ca/flood-hazard-mapping.aspx

Floodway – The portion of the flood hazard area where flows are deepest, fastest and most destructive. The floodway typically includes the main channel of a stream and a portion of the adjacent overbank area.

Mapping Tools and their Uses

Agenda Item 9

Flood Inundation Maps: identify land areas on a map which would be inundated by water given a series of river flows, not just the 'design flood' flow. Flood inundation maps are created by hydraulic modelling using, among other data, historical precipitation information to simulate runoff and resulting river flows showing those areas which are overwhelmed by water. They are used for emergency preparedness and emergency response planning. The flood inundation map for a design flood flow informs the development of a flood hazard area map.

Flood Hazard Area Maps show where the floodway and flood fringe would be located, if flow in the river reached the design flood flow. Flood hazard area maps are used for long range planning and are used to make land use decisions, among other uses.

3. Approach to Policy Development

The Land Use TAG and the Water Table have identified several key considerations that influence the development of policies for flood prone areas:

- the objectives of the CMRB for flood prone areas, and
- the need for updated flood hazard area mapping from the Province of Alberta in developing the CMRB policy for flood prone areas.

HDR|Calthorpe would like to confirm the objectives of the Board related to flood prone areas, and to test the recommendations from the Land Use TAG and Water Table related to a phased approach to policy development. The information gathered today will support HDR|Calthorpe as they work to develop policies for the Growth and Servicing Plan.

3.1. Confirming Board Objectives

The policies of the Growth and Servicing Plan need to reflect the Board's objectives for flood prone areas. Given previous discussions at the Committee and the Board, and in consideration of information provided by the Land Use TAG and Water Table, a draft list of objectives is provided below for Board consideration:

- Prioritize public safety
- Mitigate risk to public, municipalities, businesses, park spaces, living assets and property/lands
- Over time and with appropriate inputs, examine how flood resilience might be achieved among CMR municipalities
- Educate the public and other development stakeholders on the risks of development in flood prone areas
- Maintain essential ecosystem function of flood protection and watershed health in environmentally sensitive areas (ESA)¹

DISCUSSION: Does this list of objectives reflect the values of the Board?

¹ ESA is defined in the ESA Background Report

4. Phased Approach to Policy Development

Developing regional flood policy for the CMRB is complex, given the role of the province in developing flood hazard area mapping and the role of the mapping in guiding municipal plans. The Board has previously indicated the importance of achieving a high standard of protection against the impact of flood events. One method of achieving this seen in other jurisdictions is through a more stringent flood standard.

At the meetings of the Land Use TAG and Water Table, it was identified that to contemplate the impacts and regulatory nuances of moving to a more stringent flood standard, the updated publicly available flood hazard area maps are required as input. This maintains transparency, reduces the risk of overturns by the MGB for municipalities, and reduces regulatory risk for development partners. It also reduces the exposure to liability related to the preservation of lands that were previously identified as developable.

Given the Province's flood mapping is not yet publicly available (an update on the status of the mapping has been provided in Appendix A), it is recommended that the CMRB develop an approach to planning for flood prone areas that identifies short, medium and long-term approaches in achieving the Board's objectives once confirmed.

This phased approach focuses on riverine flood events and excludes consideration of overland flooding because these events, although significant and serious in nature, are usually local in context and not regional in scale.

4.1. Short-Term Actions – Growth and Servicing Plan Policies

The Growth and Servicing Plan provides an opportunity to further the policies of the IGP by considering the objectives of the Board to the extent possible given the lack of publicly available provincial mapping and the complexity of this issue.

Once the objectives of the Board are confirmed, recommended policy directions will be reviewed with the Land Use TAG and Water Table and brought forward by HDR|Calthorpe to the Land Use and Servicing Committee for review. These policies will use the policies of the IGP as a foundation.

4.2. Medium-Term Actions – Responding to the Public Release of Provincial Flood Hazard Mapping

As identified in *Appendix A – Update on Provincial Flood Hazard Mapping* the Government of Alberta is working towards the public release of updated provincial flood hazard area mapping. Given this mapping is a key consideration around if and how the CMRB might address flood mitigation in the CMR, LU TAG and Water Table recommend revisiting the policies of the Growth and Servicing Plan related to flood prone areas once this information has been made publicly available to determine the most appropriate next steps.

To promote a comprehensive policy review, it is recommended that the CMRB:

- a) Engage with province and member municipalities to understand modifications to provincial flood development regulation (if any),
- b) Update the policies of the Growth and Servicing Plan to reflect changes to the provincial flood development regulation (if required),
- c) Identify any additional studies, information or engagement activities necessary to refine the long term actions, such as a best practices review to identify gaps and inform next actions (e.g. consider two policy streams for existing development and future greenfield development),
- d) Advocate to the Government of Alberta around incentives in the CMR that would help the CMRB achieve its identified objectives.

4.3. Long-Term Actions –Regional Approach to Flood Prone Areas

The outcome of implementing regional policies should lead to a more flood resilient region. Once the medium-term actions are complete, and a full understanding of the new provincial flood hazard mapping has been attained, the CMR will be in a position to develop a comprehensive approach to flood policy in the CMR. Potential measures **may** include:

- o More stringent design flood (1:200, highest flood level experienced, other)
- o Restricting all future development from the 1:200 flood hazard area
- o Flood fringe development controls
- o Meander belt management
- o Stepping Back from the Water / environmental reserve setbacks
- o Other

Depending on schedule and timing of the required inputs for these actions, the final product may be summarized in the updated version of the Growth and Servicing Plan, due to the minister by December 31, 2025 per the CMRB Regulation.

5. Recommendation

That the Board approve the approach to development of policy for flood prone areas

Appendix A - Update on Government of Alberta Flood Hazard Mapping Project

The following update was provided to CMRB by the technical team with AEP:

- Technical work on the 21 new provincial flood studies commissioned since 2015 is now complete, and the Government of Alberta is on track to deliver more flood mapping to Albertans this year than in the last 30 years combined.
- These studies create 1,500 km of new or updated flood mapping through more than 60 municipalities and 5 First Nations across Alberta, including CMRB members Calgary, Cochrane, Foothills County, High River, Okotoks, Rocky View County, and Wheatland County.
- About 600 km of the new mapping will replace existing maps and about 900 km of mapping will be completed for areas never mapped before.
- The total budget for these studies was approximately \$15.4 million, including \$5.2 million of federal co-funding.
- The first stage of the study engagement and finalization process is sharing draft reports and flood inundation maps with municipalities and First Nations, so AEP can carefully consider and address feedback prior to future public release of reports and flood maps.
- AEP shared draft reports and flood inundation maps for the first 5 new studies in July 2019 and for more 6 studies in December 2019. AEP plan to share reports and flood inundation maps for 10 recently completed studies as soon as possible this spring.
- AEP recognize there is tremendous interest in new flood mapping. AEP are exploring opportunities for future public engagement for the new studies, and will continue to provide updates at www.floodhazard.alberta.ca when more information becomes available.
- New studies include an enhanced flood inundation map library of thirteen different sized floods, showing areas at risk for a wide range of flood flows higher and lower than the 1:100 flood and identifying areas at risk behind local flood berms.
- Flood inundation maps are typically used for emergency response planning and to inform local infrastructure design, and are different than the flood hazard maps that define floodways typically used to guide long-term development planning.
- Even in draft form, flood inundation maps shared with municipalities and First Nations can support emergency responders on the ground during the upcoming flood season. Sharing these draft maps increases public safety, even if future changes are needed.



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To: Calgary Metropolitan Region Board

From: Foothills County

Date: June 18, 2020

Re: Approach to Development of Policy for Flood Prone Areas

At the Land Use & Servicing Committee Meeting on June 11, 2020, the Committee was asked to endorse the Approach to Development of Policy for Flood Prone Areas. Foothills County brought forward some concerns with the proposed document and had suggested some amendments. While we were not successful in convincing the Committee to amend the document prior to recommending to the Board for consideration, we would appreciate the opportunity to bring two proposed amendments forward to the Board in advance of the June 26 Board Meeting for their review and consideration prior to approving the "Approach".

For clarification, it was suggested at the June 11 meeting that Foothills County was not supportive of the board approved direction to include policy regarding development in flood prone areas in the Regional Growth and Servicing Plan. This is not the case at all. Foothills County knows first-hand the impacts that extreme flood events can have, and have been faced with dealing with the downstream impacts of flood hazard mitigation constructed in other communities. In our current land use bylaw, we have incorporated policy regarding development on lands prone to flooding and created a flood hazard protection overlay district where development restrictions apply. We are supportive of developing appropriate regional policy based on sound scientific data.

We propose the following two changes to the "Approach" as it was presented on June 11th:

1. In Section 2. Definitions

The proposed definition for Flood Prone Areas is currently as follows:

"Flood Prone Areas – Includes the flood hazard area as defined by the Government of Alberta's flood hazard maps and other areas that have been, or may be affected by riverine flooding greater than the design flood as defined by member municipalities in respect of their local context."

We have concerns with including "or may be" in the definition. If policy is developed in the future that applies to Flood Prone Areas as defined, it will be difficult to determine where the policy is to apply, and difficult to defend. Lands that have a 1:200 chance of flooding "may be" affected by flooding greater than the design flood, but also lands that have a 1:1000 or 1:5000, or even smaller chance of flooding in any given year "may be" affected. Using "may be" leads the definition to become vague and unmeasured, as to which areas are affected.

We propose removing "or may be" from the definition.

Agenda Item 9i Attachment

2. In Section 4.1 Short-Term Actions and Section 4.2 Medium-Term Actions

Based on the discussions that occurred at the October 2019 CMRB Flood Workshop, it appeared that there was significant support throughout the region for advocating that the Province take the leadership role in developing regulations regarding development in flood prone areas.

We propose that “advocating to the Province to take a leadership role in developing policy for flood prone areas” be added to the “short-term” and “medium-term” actions (both before and after the ongoing flood hazard mapping is released).

Thank you for your review and consideration.

With Best Regards,

Suzanne Oel
Reeve
Foothills County

Agenda Item	10
Submitted to	Board
Purpose	For Decision
Subject	Draft Recreation Policy
Meeting Date	June 26, 2020
<i>Motion that the Board approve the Draft Recreation Policy for the Growth and Servicing Plan</i>	
<p>Summary</p> <ul style="list-style-type: none"> • In May 2018, the Intermunicipal Servicing Committee added recreation to the list of services to be addressed in the Servicing Plan • On April 11, 2019, ISC directed administration to work with Recreation Servicing Technical Advisory Group (TAG) to develop a non-binding framework for regional collaboration on recreation and a definition for regional recreation. • In February 2020, the Board approved the 'Options for Enhancing Regional Recreation' report which summarizes the framework requested by the ISC. • Recreation is a policy area identified by HDR Calthorpe that can be advanced independently of the outcome of the scenario process, given the circumstances of the COVID-19 pandemic. • At the May 7, 2020 Land Use and Servicing Committee (LUSC) meeting, the draft recreation policy was sent back to Recreation Servicing TAG for additional refinements. Recreation Servicing TAG and Charlie Hales of HDR Calthorpe met to discuss possible refinements and to communicate the overall approach to recreation in the Growth and Servicing Plan development by HDR Calthorpe. The results of that discussion are incorporated into the Draft Recreation Policy document. • Additional policy areas such as recreation corridors will be discussed at future stages of HDR Calthorpe's process. • The following motion was passed at the Land Use and Servicing Committee on June 11, 2020: <i>That the Committee recommend to the Board APPROVAL of the Draft Recreation Policy for the Growth and Servicing Plan and task the Recreation TAG to further refine the definition of regional recreation.</i> 	
<p>Attachments</p> <ul style="list-style-type: none"> • Draft Recreation Policy, HDR Calthorpe • Proposed Amendment, Foothills County 	

1. Introduction

As summarized in the *Options for Enhancing Regional Recreation* report, the Board sees an opportunity for improved collaboration on regional recreation.

The subject of regional and sub-regional collaboration was broadly discussed in Workshop #3, presented on June 11.

2. Recommendation

That the Board approve the Draft Recreation Policy for the Growth and Servicing Plan.

Proposed Amendment – Foothills County

At the June 2020 LUSC meeting, Foothills County indicated they had concerns regarding the wording of policy objective b of the draft recreation policy document. Following the LUSC meeting, Foothills County submitted a request that the following amendment be made to the Draft Recreation Policy.

On page 2 of the draft recreation policy document in Policy Objective B, replace the words 'identify deficiencies, if any, in the' with the word 'review' such that Policy Objective B read as follows:

'To review current access to parks, open space, and recreation services for existing and future residents of the CMR.'

The reader is directed to the amending motion in the agenda

Draft Recreation Policy

Preamble

The policy brief focuses on the role of parks, natural areas, and public spaces in a regional plan for growth and development, and on recreation services delivered by government organizations for the benefit of individuals and communities. The recreation system across the Calgary Metropolitan Region is diverse, complex, and multifaceted. Recreation services provided by municipalities not only lead to residents and visitors being more physically active; it also brings people together and positively contributes to desired outcomes in other public service areas such as education, justice and health.

Collaboration to realize mutually agreed upon common outcomes may lead to achieving cost savings, reducing risk, sharing resources, sharing responsibility, increasing the quality of a service and other benefits. There are some areas of the CMR where collaboration is thriving currently, but areas where improvements can be made.

The CMRB recreation framework document, *Options for Enhancing Regional Recreation*, is non-binding and may be used to facilitate collaboration between willing parties. The definitions and policy outlined below were developed from the recreation framework document. Municipalities are interested in coordinating servicing efforts where greenfield developments within a potential recreation service benefitting area occur. Due to the high capital costs of recreation facilities, increasing operation and maintenance costs and the public's increasing demand for servicing, municipalities are finding it increasingly difficult to balance fiscal constraints with public demand for recreation. For these reasons, paired with a sincere interest for municipalities to provide residents a high quality of life, a more collaborative approach is being explored. Once a facility, program or service is defined as regional, areas for collaboration and coordination may include evidence-based planning for capital investment, operations and maintenance or facility planning.

Regional Recreation Definition

A regional recreation facility, space, program or service has a realistic potential of substantial use by, and broader benefits to, residents from outside the municipal boundaries in which it is provided.

Policy Purpose

The purpose of regional recreation policy is to:

1. Integrate the growth and development vision of the CMR with the goal of all residents having access to active parks and recreation services, natural areas, and public spaces.

2. Identify connectivity opportunities that exist between communities, often (but not always) related to multi-purpose ESA or transportation corridors which can also be classified as recreation opportunities;
3. Support the use of legal, policy and financial tools available to municipalities which enable them to provide parks, open space, and public spaces. The effective use of these tools helps create complete communities and ensure recreation opportunities for all residents;
4. Strengthen collaboration on regional recreation initiatives in an evidence-based process to identify recreation needs across the CMR and improve the coordination, planning and delivery of recreation services.

Policy Objectives

- a. To conduct a current state analysis of the region.
- b. To identify deficiencies, if any, in the access to parks, open space, and recreation services for current and future residents of the CMR.
- c. To identify and enable coordinated planning for recreation corridors that connect multiple municipalities.
- d. To establish a collaborative process for discussing regional recreation.
- e. To promote an evidence-based approach to decision-making.

Scope

This policy applies to member municipalities.

Policy

1. ESTABLISH A COLLABORATIVE PROCESS
 - 1.1 Collaborative processes for regional recreation decision-making will build trust, be transparent, and respect an individual municipality's right to make its own recreation decisions.
 - 1.2 To further voluntary regional collaboration, the CMRB will establish a recreation working group of member municipalities to facilitate collaboration by identifying areas of common interest, coordination, regional challenges and to share information.
2. PROMOTE AN EVIDENCE-BASED APPROACH TO DECISION-MAKING
 - 2.1 When working together, member municipalities will establish processes that incorporate evidence-based decision making to the greatest extent possible.

2.1 Member municipalities will collect and share data in support of evidence-based approaches to decision-making at the regional level.

DRAFT

Agenda Item	12
Submitted to	Board
Purpose	For Information
Subject	Update on Land Use and Servicing Committee
Meeting Date	June 26, 2020
<i>Motion that the Board receive for information an update on the work of the Land Use and Servicing Committee</i>	
<p>Summary</p> <p>The technical advisory groups and subcommittees are working on the following:</p> <ul style="list-style-type: none"> • HDR Calthorpe Scenario Process <ul style="list-style-type: none"> ○ Workshop #3 ○ Growth and Servicing Plan Promotional Plan • Transportation Studies • Flood Policy • Recreation Policy • Agriculture Policy • Policing Subcommittee 	

1. HDR Calthorpe Planning Process

- HDR Calthorpe is planning for a TAG workshop, scheduled for July 9, 2020.
 - Materials from Workshop #3, held June 11, 2020, will be used to support the TAG workshop. The TAG workshop will review the draft scenarios presented by HDR|Calthorpe from a technical perspective.
 - Details about the TAG workshop have been circulated.
- HDR Calthorpe is preparing a promotional plan for the first round of engagement opportunities related to the Growth and Servicing Plan.
 - The promotional plan outlines how online engagement will be advertised through print and social media. The promotional plan was developed in consideration of input from the C&E TAG.

2. South and East Calgary Regional Transportation Study (S&ECRTS)

- The study is complete. The Land Use and Servicing Committee (LUSC) recommended that the Board approve the study with amendments in May 2020. At the Board meeting in May 2020, a motion was passed to receive the S&ECRTS and forward the study to municipal councils before returning to the June Board meeting. The S&ECRTS is the subject of another agenda item for the June 2020 Board meeting.

- The integration of NCRTS and S&ECRTS is complete and is the subject of another agenda item for the June 2020 Board meeting. The LUSC recommended that the Board approve the integration memo with revisions in May 2020. The matter was tabled at the May 2020 Board meeting.

3. Flood Policy

- An approach to flood policy for the Growth and Servicing Plan is the topic of another agenda item for the June 2020 Board meeting.
- HDR|Calthorpe, Land Use TAG and the Water Table will continue work on this policy area, should the Board approve the approach.

4. Recreation Policy

- The draft recreation policy was recommended by LUSC for approval by the Board in June 2020 with direction for Recreation TAG to refine the definition of regional recreation. The draft recreation policy is the subject of another agenda item of the June Board meeting.

5. Agriculture Policy

- An Agriculture Background Report was approved by the Board in April 2020.
- A discussion related to agriculture and the efficient use of land was held at the May 2020 Committee to better understand the values of the CMRB.
- Further work on agriculture policy will be included with the general development of Growth & Servicing Plan policies.

6. Policing Subcommittee

- Following up on the meeting of the Delivery of Policing Services Subcommittee, Councillor Ritesh Narayan, in his role as Lecturer in the Department of Economics, Justice and Policy Studies at Mount Royal University, has received approval from the Canadian Association of Criminology and Legal Studies, in partnership with Mount Royal University to conduct the background study. Conducting a background study was approved at the meeting on October 8, 2019 and will look at the current state of policing in each participating municipality and will include:
 - Staffing
 - Include detachment strength as well as approved officers for each detachment
 - Include support staff
 - Include peace officers
 - Service Areas
 - Ownership of policing facilities/ capital
 - Gap analysis of policing in each municipality
 - Areas of focus for policing in each municipality
- This background study will provide a baseline of the current state of the delivery of policing in the participating municipalities.

7. Recommendation

That the Board receive for information an update on the work of the Land Use and Servicing Committee.