

**Calgary Metropolitan Region Board**

**UPDATED** Land Use & Servicing Committee Meeting

Agenda – February 4, 2021, 9:30 AM, Go-To Meeting/Call-In

\*MEETINGS ARE RECORDED & LIVE-STREAMED\*

***The purpose of this meeting is to convene, discuss and make decisions regarding recommendations to the Calgary Metropolitan Region Board***

- |  |                                      |        |            |
|--|--------------------------------------|--------|------------|
| 1. Call to Order & Opening Remarks   |                                      | Sheard |            |
| 2. Adoption of Agenda  |                                      | All    |            |
| <b><i>For Decision: Motion to adopt and/or revise the agenda</i></b>   |                                      |        |            |
| 3. Review and Approve Minutes  | (Attachment)                         | All    | <b>4</b>   |
| <b><i>For Decision: Motion that the Committee review and approve the Minutes of the January 21, 2021 meeting</i></b>   |                                      |        |            |
| 4. Preliminary Draft Servicing Plan  | (Attachment)                         | HDRC   | <b>9</b>   |
| <b><i>For Discussion: That the Committee provide feedback on and receive for information the preliminary working draft of the CMR Servicing Plan</i></b>                                       |                                      |        |            |
| 5. Preliminary Draft Growth Plan   | (Attachment)                         | HDRC   |            |
| a. Introduction  | <a href="#">(Agenda Pages 34-44)</a> |        |            |
| <b><i>For Discussion: That the Committee provide feedback on and receive for information the Introduction Chapter of the preliminary working draft of the CMR Growth Plan</i></b>              |                                      |        |            |
| b. Regional Growth Direction   | <a href="#">(Agenda Pages 45-66)</a> |        |            |
| <b><i>For Discussion: That the Committee provide feedback on and receive for information the Regional Growth Direction Chapter of the preliminary working draft of the CMR Growth Plan</i></b> |                                      |        |            |
| c. Implementation  | <a href="#">(Agenda Pages 97-99)</a> |        |            |
| <b><i>For Discussion: That the Committee provide feedback on and receive for information the Implementation Chapter of the preliminary working draft of the CMR Growth Plan</i></b>            |                                      |        |            |
| 6. Chapter 3 Regional Policies   | (Attachment)                         | HDRC   | <b>102</b> |
| a. Growth Management and the Efficient Use of Land Policy  | <a href="#">(Agenda Pages 67-79)</a> |        |            |
| <b><i>For Discussion: That the Committee provide feedback on and receive for information the Growth Management and the Efficient Use of Land section of the Growth Plan</i></b>                |                                      |        |            |

- b. *Economic Wellbeing Policy* ([Agenda Pages 80-84](#))  
**For Discussion:** *That the Committee provide feedback on and receive for information the Economic Wellbeing section of the Growth Plan*
  - c. *Environmentally Responsible Land Use Policy* ([Agenda Pages 84-91](#))  
**For Discussion:** *That the Committee provide feedback on and receive for information the Environmentally Responsible Land Use section of the Growth Plan*
  - d. *Water Stewardship Policy* ([Agenda Pages 91-93](#))  
**For Discussion:** *That the Committee provide feedback on and receive for information the Water Stewardship section of the Growth Plan*
  - e. *Shared Services Policy* ([Agenda Pages 94-96](#))  
**For Discussion:** *That the Committee provide feedback on and receive for information the Shared Services section of the Growth Plan*
  - f. *Celebrating Urban Rural Differences Policy* (Attachment) **104**  
**For Discussion:** *That the Committee provide feedback on and receive for information the Celebrating Urban Rural Differences section of the Growth Plan*
7. Roundtable
- a. Extended Work Schedule (Verbal) Copping
8. Next Meeting: Thursday March 4, 2021
9. Adjournment Sheard

Committee Members:

Mayor Peter Brown (Airdrie)  
Councillor Gian-Carlo Carra (Calgary)  
Mayor Marshall Chalmers (Chestermere)  
Mayor Jeff Genung (Cochrane)  
Reeve Suzanne Oel (Foothills) *Vice Chair*  
Councillor Don Moore (High River)  
Councillor Tara McFadden (Cochrane)  
Deputy Reeve Scott Klassen (Wheatland)

Mayor Craig Snodgrass (High River)  
Mayor Bill Robertson (Okotoks) *Vice Chair*  
Reeve Dan Henn (Rocky View)  
Reeve Amber Link (Wheatland)  
Councillor Bob Sobol (Strathmore)  
Mayor Pat Fule (Strathmore)  
Councillor Delilah Miller (Foothills)

Christopher Sheard, Committee Chair  
Greg Clark, Committee Chair  
Dale Beesley, GOA Representative

Upcoming Meetings:

Land Use & Servicing Committee	March 4 - 9:30 AM	GoTo Meeting
Board Meeting	Friday Feb 19 – 9:30 AM Friday Feb 26 - 9:30 AM	GoTo Meeting
Governance Committee	Friday Feb 18 – 9:30 AM	GoTo Meeting
Advocacy Committee	TBD	GoTo Meeting

Minutes of the meeting of the  
Land Use and Servicing Committee  
of the Calgary Metropolitan Region Board held by  
Go To Meeting on Thursday January 21, 2021

**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 (Vice Chair)  
Councillor Delilah Miller – Foothills County  
Councillor Ed Sands – Town of Okotoks  
Reeve Dan Henn – Rocky View County  
Councillor Bob Sobol – Town of Strathmore  
Deputy Reeve Scott Klassen – Wheatland County

**CMRB Administration:**

Christopher Sheard, Chair  
Greg Clark, Chair  
Jordon Copping, Chief Officer  
Liisa Tipman, Project Manager–Land Use  
Jaime Graves, Project Manager-Intermunicipal Servicing  
JP Leclair, GIS Analyst  
Shelley Armeneau, Office Manager

**1. Call to Order & Opening Comments**

Called to order at 9:30 AM. Chair Sheard acknowledged that the documents for the meeting came later than the typical one week in advance schedule as a result of the materials needing to be updated from the January 15 Board meeting. He acknowledged the challenges with the timeline, however in order to complete the Plans, adjustments are being made.

**2. Approval of Agenda**

It was noted that agenda item #4 should be for information, not decision.

**Moved by** Councillor Sobol, **seconded by** Mayor Chalmers, accepted by Chair

**Motion:** That the Committee approve the agenda of the January 21, 2021 meeting.

**Motion carried unanimously.**

**3. Review and Approve Minutes**

**Moved by** Mayor Brown, **seconded by** Reeve Henn, accepted by Chair.

**Motion:** That the Committee approve the Minutes of the December 11, 2020 meeting.

**Motion carried unanimously.**

#### 4. Growth & Servicing Plan Project Update

**Moved by** Mayor Chalmers, **seconded by** Mayor Brown, accepted by Chair.

**Motion:** That the Committee receive for information an update on the progress of the Growth & Servicing Plans

**Motion carried unanimously.**

#### 5. Phase 2 Public Engagement What We Heard Report

Anne Harding introduced this item and answered questions about future engagement and the appendices of comments. Chair noted that presentations on the Plans to council are being scheduled, some of which will have a public component for feedback. A request was made to clarify the percentage by population ratio graph to indicate it is the percentage of overall population. Anne agreed to make that change going to the Board.

**Moved by** Mayor Brown, **seconded by** Reeve Henn, accepted by Chair.

**Motion:** That the Committee recommend to the Board for approval the Phase 2 Public Engagement What We Heard Report.

**Motion carried unanimously.**

#### 6. Growth Management & the Efficient Use of Land Policy

Peter Calthorpe reviewed the key changes to this policy relating to hamlet growth areas, rural area development, joint planning area criteria and industry feedback. Members asked questions and discussed:

- o Existing mixed-use hamlets versus existing area structure plans
- o Complete communities
- o Rationale for designating hamlet growth areas of 640 acres
- o Rural country cluster place type definition
- o The Board's ability to designate new hamlet growth areas and clarifying the criteria
- o The necessity for joint planning area 3
- o Urban and rural reserves
- o Flexibility and staff capacity
- o Public and council input
- o Dispute resolution

**Moved by** Mayor Genung, **seconded by** Mayor Brown, accepted by Chair.

**Motion:** That the Committee receive for information the Growth Management and the Efficient Use of Land section of the Growth & Servicing Plans.

**Motion carried unanimously.**

## 7. Water Stewardship Policy

Stephen Power introduced this item and answered questions. While some members felt the policy was too vague and required bolder language, others felt the scope was too specific. The TAG was directed with narrowing the gap on this policy. A request was made to consider the following changes:

Policy 1.2 - remove the word "development" and replace with "assessment" so the policy reads:

*1.2 The CMRB will support the continued **assessment** of upstream reservoirs on the region's rivers to provide water storage capacity and flood mitigation.*

Policy 4.1 – remove the words "and specifically for each JPA" at the end so the policy reads:

*4.1 CMRB Members should investigate potential collaborative water governance structures within the CMR.*

**Moved by** Deputy Reeve Klassen, **seconded by** Councillor Sobol, accepted by Chair.

**Motion:** That the Committee receive for information the Water Stewardship section of the Growth & Servicing Plans.

**Motion carried unanimously.**

## 8. Shared Services Optimization Policy

There was general agreement on this policy and the following feedback was given:

- o Request the map of transportation corridors to include future transitway on rail line between Calgary and Cochrane.
- o Ensure relationship between this chapter in servicing plan is clear and there's a direct line of sight between this chapter directing the servicing plan, which is less statutory.
- o Policy 1.2 transportation corridors may not be applicable in certain types of ASPs in the rural context. Not appropriate for all ASPs in rural areas to have corridors with high density infill and mixed land use, particularly if ASP contemplates the rural country cluster development. May need flexibility in wording.

- Clarify in policy 1.3 intent is for transportation infrastructure to be designed and planned as appropriate to scale and context to fit in with opportunities around potential transit-oriented development.
- Recreation Policy 2.4 consider capacity of member municipalities, specifically volunteer organizations and participants in facilities.

**Moved by** Mayor Brown, **seconded by** Deputy Reeve Klassen, accepted by Chair.

**Motion:** That the Committee receive for information the Shared Services section of the Growth & Servicing Plans.

**Motion carried unanimously.**

## 9. Celebrating Urban Rural Differences Policy

There was some general consensus on this policy and the following comments were made:

- Consider moving provisions of agriculture economy to economic portion of the Plan, and provisions about conservation of agricultural lands to growth management and the efficient use of land section of plan. The suggestion was also made to include it in both Plans with reference to the other.
- Include a goal statement and objective language that reflects the rural lifestyle.
- Although a member requested Policy 3 be removed, it is a requirement of the Regulation and must be addressed. A solution suggested was to specify policy 3 is for municipal development plans, and not area structure plans.
- In order to address municipalities that go directly from farmland to full master planned communities, include a statement that suggests the impact on overall agriculture systems region wide would be impacted by a certain percentage. Statement that agricultural land has been taken out of service and what the impact is.

**Moved by** Councillor Sands, **seconded by** Mayor Brown, accepted by Chair.

**Motion:** That the Committee receive for information the Celebrating Urban Rural Differences section of the Growth & Servicing Plans.

**Motion carried unanimously.**

## 10. Environmentally Responsible Land Use Policy

Stephen Power introduced this item. Members discussed the two options coming forward:

- Option A includes tweaks to language in policies brought forward in the January 15 Board meeting.



- Option B includes an alternative proposed by the City of Calgary in the rounds of feedback received.

HDRC recommended Option A due to the lack of consensus by TAG on this item and because of the enormous workload Option B would require. Chair noted that if no decision was made at this meeting it would go back to TAG.

**Motion Arising:**

**Moved** by Deputy Reeve Klassen, **seconded** by Reeve Henn, accepted by Chair.

**Motion:** That the Committee support Option A as presented.

**Motion fails.**

Industry feedback related to Environmentally Responsible Land Use from BILD Calgary and NAIOP was as follows:

Areas of general support: Option A in the agenda package creates a process for defining ESAs that is reasonable and cost-effective. BILD and NAIOP do not have any significant issues with this approach.

Areas of Concern: BILD and NAIOP are concerned about adding additional requirements/studies through the Plans where the federal or provincial governments are also producing regulations or policies on the same subject. Specifically, moving to a 1:200 flood design standard and additional climate change requirements that are difficult to scope and implement.

**Moved by** Mayor Genung, **seconded by** Councillor Sobol, accepted by Chair.

**Motion:** That the Committee receive for information the Environmentally Responsible Land Use section of the Growth & Servicing Plans.

**Motion carried unanimously.**

**11. Next Meeting: Thursday February 4, 2021**

Jaime Graves advised that the Impact Assessment Agency of Canada is having a public information session on January 21 and 27 at 5 PM on the Springbank OffStream Reservoir Project. Of note, this is the last opportunity for the public to sit in on those information sessions.

**12. Adjournment**

Meeting adjourned at 12:50 PM.

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**CMRB Chair, Christopher Sheard**



<b>Agenda Item</b>	<b>4</b>
<b>Submitted to</b>	<b>Land Use and Servicing Committee</b>
<b>Purpose</b>	<b>For Discussion &amp; Feedback</b>
<b>Subject</b>	<b>Preliminary Draft Servicing Plan</b>
<b>Meeting Date</b>	<b>February 4, 2021</b>
<i>That the Committee provide feedback on and receive for information the preliminary working draft of the CMR Servicing Plan</i>	
<p><b>Summary</b></p> <ul style="list-style-type: none"> <li>• The preliminary draft Servicing Plan has been drafted based on background reports and studies to-date, draft Growth Plan policies and discussions and feedback from the Board, Committee and TAG.</li> <li>• There may be some changes to policy language as the Growth and Servicing Plan documents come together.</li> </ul>	
<p><b>Attachments</b></p> <ul style="list-style-type: none"> <li>• Preliminary Draft Servicing Plan, HDR Calthorpe</li> </ul>	

## 1. Background

HDR|Calthorpe is in the process of building draft Growth and Servicing Plan documents. The attached preliminary draft Servicing Plan identifies proposed content and policy language based on conversations with the Committee, Board and TAGs and in consideration of the Growth Plan.

## 2. Next Steps

The draft Servicing Plan documents will be further reviewed by TAG, Committee and the Board. The full Growth Plan and Servicing Plan documents must be ready for circulation to individual municipal councils by February 5, 2021 to give each municipality 2 weeks to review the document prior to Board review on February 19, 2021.

## 3. Recommendation

That the Committee provide feedback on and receive for information the preliminary working draft of the CMR Servicing Plan.

# Calgary Metropolitan Region Servicing Plan **WORKING PRELIMINARY DRAFT**

January 28, 2021

Agenda Item 4 Attachment

# 1. Introduction

Welcome to the Calgary Metropolitan Region Board's (CMRB) Servicing Plan, a supporting document to the CMRB Growth Plan.

The Growth Plan provides a framework to reduce the footprint of growth for the next million people in the Region, while also reducing water consumption, greenhouse gas emissions, infrastructure costs and energy costs per household. This will be achieved by increasing the amount of growth that occurs in preferred placetypes, which include developments that support higher densities in walkable, mixed use communities.

The Servicing Plan reinforces the regional spirit of collaboration and coordination that are foundational to the Growth Plan and focuses on opportunities to accommodate the next million people more efficiently through a coordinated approach to service delivery.

The Growth and Servicing Plans are an evolution of the current Interim Growth Plan. Together, they are an overall framework to coordinate provincial and regional goals with municipal plans.

## Regulatory Framework

The CMRB Regulation came into effect on January 1, 2018, establishing the CMRB and mandating that the Calgary Metropolitan Region Growth Plan and Servicing Plan be prepared and submitted to the Minister within three years of the Regulation coming into force. Due to delays in the preparation caused by the COVID-19 pandemic, the Minister granted a two-month extension to the deadline.

The Servicing Plan is guided and regulated by the Calgary Metropolitan Region Board Regulation (Alberta Regulation 190/2017 of the Municipal Government Act). The CMRB regulation sets out the following objectives for the Servicing Plan:

- (a) to identify the services required to support the goals of, and to implement, the Growth Plan;
- (b) to support the optimization of shared services to enhance use of ratepayer dollars;
- (c) to facilitate orderly, economical and environmentally responsible growth in the Calgary Metropolitan Region.

The CMRB Regulation identifies the minimum contents of the Servicing Plan. These requirements of the CMRB Regulation are as follows:

*The Servicing Plan must*

- (a) *list the servicing required to support the development outlined in the Growth Plan, which may include:*
  - (i) *transportation, including regional transit,*
  - (ii) *water, waste water and storm water,*

- (iii) solid waste,*
  - (iv) emergency services, and*
  - (v) any other services, identified by the board which benefit residents in more than one of the municipalities that are parties to the Servicing Plan,*
- (b) for services to be provided on an intermunicipal basis, outline how each service will be*
- (i) intermunicipally delivered, including which municipality will lead delivery of the service, and*
  - (ii) intermunicipally funded,*
- (c) set the timeframe for implementing services to be provided on an intermunicipal basis,*
- (d) contain any other matters necessary to support the growth plan, and*
- (e) contain any other matter the Minister considers appropriate.*

The Board added recreation to the Servicing Plan in order to meet the Ministerial requirement for an intermunicipal collaboration framework addressing recreation between member municipalities.

### Servicing Plan Process

The Servicing Plan was created simultaneously with the Growth Plan but is a separate document. It addresses the following subject areas to support development as outlined in the Growth Plan:

- Transportation and Transit
- Water, Wastewater and Stormwater
- Recreation

Regional policing is currently being reviewed by the CMRB through a process outside the Growth and Servicing Plans and is not directly associated with supporting the Growth Plan. Similarly, other regional services such as solid waste and other emergency services will be addressed through other collaboration efforts. The Regulation requires that the Servicing Plan be updated, at a minimum, of every five years.

## 2. Transportation and Transit

The transportation and transit networks are major influences on growth in the Region. High quality and efficient connections are only possible through coordinated planning across municipal boundaries. Future growth in the CMR will be mainly focused within urban municipalities, Joint Planning Areas (JPAs) and Hamlet Growth Areas (HGAs). Coordination across provincial, regional and municipal jurisdictions is critical for a well-functioning multi-modal transportation system and vital to economic growth.

Residents and communities rely on infrastructure and systems outside of their own municipality, and there are many regionally significant transportation and transit routes and services. The broad benefits and impacts to the region should be considered not only when planning within intermunicipal areas, but throughout the entire region.

This section provides a recommended path forward for efficient transportation and transit networks in the Region to support a vibrant economy and high-quality of life.

### JPA Context Studies

Joint Planning Areas address future growth areas of the region that affect multiple municipalities. In most cases, the individual municipalities have transportation master plans in place and there are examples of intermunicipal transportation planning.

The transportation and transit components of JPA Context Studies should consolidate relevant components of:

- individual municipal transportation plans;
- provincial plans;
- any applicable Regional Transportation Studies (e.g. North Calgary, South and East Calgary); and
- Transit Background Report.

The Context Studies should then identify additional regional needs to support intended growth patterns within the JPA, including:

- designation of key future transportation corridors, including major roads with regional connections;
- regional transit corridors and transit-ready corridors for Transit-Oriented Development; and
- pathways and active transportation networks.

In addition to supporting growth, transportation networks should strengthen connectivity across municipal boundaries.

The JPA Context Studies will include several topics and the completion of Context Studies will be time bounded. Given the importance of Context Studies it is recommended they occur in

advance of a Regional Transportation and Transit Master Plan. With completion of the JPA Context Studies, a considerable portion of a Regional Transportation and Transit Master Plan will be completed, as the JPAs represent a large portion of new growth areas involving intermunicipal transportation issues.

## Regional Transportation and Transit Master Plan (RTTMP)

The North and South and East Calgary Regional Transportation studies assessed the regional transportation network and established priorities for transportation investment throughout the CMR. There will be a need to update these priorities based on the Growth Plan. There is also a need to guide the comprehensive planning of the transportation and transit networks within and beyond the JPAs to guide efficient and seamless service delivery, particularly where municipal boundaries are crossed.

To develop a unified vision for the future regional transportation network that aligns with the Growth Plan, a Regional Transportation and Transit Master Plan (RTTMP) is recommended. It would define the future regional network, align planning in JPAs, individual municipalities and the province. The RTTMP should include an update to the regional model to reflect the Growth Plan and an update to the prioritization process from the North and South and East Calgary Regional Transportation studies to better reflect the goals and policies of the Growth Plan.

The RTTMP should consolidate plans within the region and address several topic areas, including the following:

**a) Road and Highway Network** – The North and South and East Calgary Regional Transportation studies set the framework for road and highway planning in the Region, including prioritization of infrastructure projects. The RTTMP should define what is regionally significant with regard to roads. The provincial highway network is an important component of the regional roads and highways network, and therefore Alberta Transportation should be a direct participant in the RTTMP development.

**b) Goods Movement** – The goods movement network is highly related to the regional road and highway network, but also includes the rail and air modes. It includes truck and dangerous goods routes, including high and wide load corridors in the region. The RTTMP should:

- Identify strategies to minimize the effects of commuter congestion on important goods movement and trade routes;
- Identify a network of priority routes for regional goods movement, linking key hubs such as intermodal facilities and the Calgary International Airport with an emphasis on reliability.
- Protect the integrity of major goods movement routes by coordinating adjacent land use planning with the provision of adequate truck accessibility.

**c) Transit** - There are a range of municipally and privately provided transit options at both the regional and local scales. Calgary, which offers 4,369 km of transit routes, 159 bus routes and 45 LRT stations, has the most rapid transit riders per million residents of any major Canadian

city. Airdrie offers fixed route, on-demand, 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. Chestermere and Calgary are currently investigating extension of Calgary Transit service to Chestermere.

The RTTMP should reference the Transit Background report as a starting point for defining desired outcomes.

**d) Active Transportation** – There are several regional active transportation corridors that serve a dual function as recreational corridors and transportation routes. Coordination of these routes among municipalities will allow for a well-connected regional network that can support a variety of purposes. Additionally, regional active transportation should also consider how active modes can be integrated with other modes, including transit, and the importance of compact growth in supporting active transportation.

**e) Air** – The Calgary Airport Authority operates the primary airports in the CMR, Calgary International Airport and Springbank Airport. There are several other airfields throughout the region, providing a variety of services. The RTTMP should identify connectivity requirements for the regionally significant airports (the Calgary Airport Authority airports as a minimum).

**f) Rail** – Rail provides an important connection for cargo in the Region. Although there are currently no passenger rail services (excluding the Rocky Mountaineer tourist train), future opportunities associated with rail or high-speed rail between Calgary and Edmonton and the proposed Calgary-Banff commuter rail corridor should be monitored and further evaluated in the RTTMP.

**g) Governance** – Responsibility and jurisdiction for provincial highways, airports and railways are outside the jurisdiction of the CMRB. While there are opportunities for additional collaboration related to maintenance and operation of municipal roads, it is anticipated that responsibility will remain with individual municipalities in the foreseeable future.

As the region grows, increased transit demand, and related regional demand may present opportunities for alternative delivery options for transit in the CMR. The RTTMP should investigate potential regional service delivery models, with consideration to the location and scale of growth areas outlined in the Growth Plan.

#### **MAPS TO BE INCLUDED:**

- 1. Major Transportation Corridors – Networks as shown in the North and South and East Calgary Transportation Studies**
- 2. Regional Transit Network – Regional transit map from Transit Background Study**



## 3. Water, Wastewater and Stormwater

CMRB members face challenges related to water, wastewater and stormwater management in support of growth in the region. These challenges arise from the hydrology of the watersheds, potential risks related to climate change, the family of regulatory instruments/jurisdictions governing water management and multiple owner/operators of physical infrastructure. CMR members echo the principles of Alberta's *Water For Life Strategy*, namely "...safe, secure drinking water supply, healthy aquatic ecosystems and reliable water supplies for a sustainable economy....". All phases of public engagement for the Growth and Servicing Plans indicated that collaboration on water initiatives was a key opportunity for the region's future.

The water subject matter experts from the member municipalities (known as the "Water Table") have advanced a "Water Road Map" as background for the development of the Growth and Servicing Plans. Several background studies have been completed, which should be used as resources to build on future water initiatives in the Region. These background studies include:

- Water Use and Conservation in the CMR Report
- Natural and Managed Capacity of Regional Water Supply in the CMR Report
- CMR Existing Water and Wastewater Servicing and Regional Potential Report
- Stormwater Background Report

### Hydrology Factors

The Calgary Metropolitan Region (CMR) spans the South Saskatchewan Basin including the Bow River, Oldman River and Red Deer River sub-basins. These river systems experience a climate that is susceptible to both intense floods and prolonged droughts within a short time period. Continued climate change will amplify the magnitude of these extreme events: thereby necessitating a comprehensive plan to support growth within the CMR. Physical evidence within the Basin points to continued overall decline in average flows within the CMR watersheds that threatens the overall security of supply to existing license holders.

### Flooding

The Region has experienced significant flood events over the past 150 years with the 2013 flood representing the most costly and impactful event within recorded history. Gaps in provincial policy, funding and flood infrastructure exist in the CMR that affect municipalities. Whereas the Province is working on regional solutions to control large events, individual CMR members have expressed the need for rationalization of development policies within sub-regional watersheds that transect municipal boundaries. In addition, CMR members are seeking an alignment between municipal controls on development and the administration of appeals under the Municipal Government Act. CMR member municipalities have developed policy on development in flood-prone areas which can be found in the Growth Plan.

As noted in the Growth Plan, given the critical nature of essential water services to CMR citizens and businesses, the servicing plan is an opportunity to promote resilience of the CMR to

flood and drought. As actions to mitigate climate risks to water availability extend beyond the boundaries of the CMR, member municipalities should continue work with the province to advance risk-mitigating infrastructure including SR1 on the Elbow River, and the ongoing assessment of a reservoir on the Bow River upstream of the Bearspaw Reservoir.

### **Regulatory Factors**

Water resources within the CMR is are governed by a number of regulatory instruments including water licenses currently administered within the Water Act, irrigation works administered under the Irrigation Act, the 1969 Master Agreement on Apportionment between Alberta and Saskatchewan that governs minimum downstream flows, provincial Environmental Protection and Enhancement Act approvals of diversion/treatment works that specify acceptable operating conditions, water quality framework within the South Saskatchewan Regional Plan, Approved Water Management Plan (WMP) for the South Saskatchewan River Basin (SSRB) that limits the granting and/or transfer of new water allocation. The management of water resources by AEP within the region relies on a comprehensive model Water Resources Management Model (WRMM) that incorporates the complex set of rules imposed by the regulatory framework. These constraints, including misalignment between overlapping regulations and policy, must be considered within each and every proposed transfer, approval or change in water use within the CMR and creates challenges for municipalities in designing and implementing intermunicipal servicing plans.

### **Physical Infrastructure Factors**

There are multiple entities that manage physical infrastructure within the CMR watersheds. Each asset is governed by operating models unique to the history and needs of its manager.

Physical flow on the main stem and foothill tributaries of the Bow River is controlled by 13 dams, 4 weirs and 8 reservoirs. Upstream reservoirs on the Bow River were developed primarily for hydro-electric power supply: today they are operated by Transalta to also serve Alberta's growing renewable energy infrastructure (solar and wind). In addition, the Ghost Lake reservoir is managed by Transalta to provide flood mitigation under the terms of an agreement between Transalta and the province. Bearspaw reservoir is managed by Transalta and also acts as a drinking water supply reservoir for the City of Calgary and its regional customers. Flow within the Elbow River is controlled at a drinking water reservoir operated by the City of Calgary at the Glenmore Dam. The Red Deer River is regulated by the Province who operates the Dickson Dam at Gleniffer Lake. The Sheep and Highwood Rivers are unregulated: although a portion of the Highwood flow is diverted into the upper reaches of the Oldman River basin.

Irrigation system infrastructure, operated by the Western Irrigation District (WID) within the CMR boundary, was originally developed to promote both agricultural production and settlement: today the system of weirs, canals and reservoirs support a variety of uses including crop production, conveyance of stormwater outflows and drinking water supplies to several communities.

A portion of the Bow River Basin surface and groundwater resources are diverted into the Red Deer Basin in the form of stormwater runoff, irrigation return flows and treated wastewater

effluent conveyed through the works of the WID. Likewise, AEP manages the diversion of a portion of the Highwood flow into the upper reaches of the Oldman River basin. These diversions affect the water balance within the CMR and must be considered within a regional servicing strategy.

The storage and movement of water within the CMR affects stakeholders both within and outside of the CMR boundaries. As a result, the effectiveness of regional initiatives of the CMR relies on an understanding of the varying operational models governing asset and the trade-offs that are available to support growth within a finite water resource.

### **Security of Water Supply**

CMR members Okotoks and Cochrane face near-term shortfalls in existing water license capacity. The Water Act allows for water license transfers, provided an approved Water Management Plan is in place. However, the Matters and Factors within the South Saskatchewan River Basin Water Management Plan (including the 10% conservation hold-back) have created administrative complexity and delays that have prevented the development of a robust water license market intended to promote water conservation and the redistribution of allocations within the Basin to address shortfalls.

Secondly, instantaneous withdrawal limitations associated with the City of Calgary's water licenses limits the ability of the City of Calgary to provide adequate service levels to its customers, including other CMRB municipalities, in various operational conditions. Within approximately 16 years, this limitation will pose a significant barrier to growth both in Calgary and the Region. Various infrastructure or regulatory options are being considered to mitigate this.

Finally, climate change is generating deeper and longer cycles of low flow that reduce the quantity of instantaneous flow available. Low flow conditions reduce the security of supply for existing license holders (especially late-summer, fall and mid-winter periods) as well as limit the aggregate volume of water available to new users resulting from growth within the Region. As a result, several CMR members have been evaluating off-stream storage options to improve the security of drinking water supply and support new growth. The province is exploring onstream storage options on the Bow River upstream of the Bearspaw Dam for the purposes of flood and drought mitigation. The province is also in the permitting stage of the Springbank Off-Stream Reservoir Project, located on the Elbow River approximately 15 km upstream of Calgary.

A number of CMR members have introduced water conservation initiatives including consumer education, subsidies for low-flow fixtures, outdoor watering restrictions and tiered rate structures that promote efficiency. Several members face the challenges of increased leakage from aging infrastructure, forcing them to make difficult decisions regarding infrastructure investments. The Water Use and Conservation in the CMR Report documents the range of water consumption rates across the Region and has identified opportunities that, together, would contribute to the overall improvement in security of supply for the CMR.

In addition to the challenges faced by centralized, municipally owned infrastructure, the populace within several rural CMR members is serviced by dozens of water co-operatives that also face challenges of tightening regulations, aging infrastructure and similar stresses on the quality and quantity of source water. Municipalities continue to strive to connect sub-regional water servicing that benefits the ratepayer but further opportunities for intermunicipal shared services may exist.

Water quality is impacted both by point and non-point sources including wastewater management practices and stormwater shed from the varied land uses within the CMR watersheds.

### **Wastewater Management**

Wastewater treatment and disposal within the CMR relies on the discharge of high-quality treated effluent into river systems with sufficient assimilative (carrying) capacity. The combination of improved water conservation (higher concentrations), climate-induced low flow conditions (lower carrying capacity) and increasingly stringent standards for discharge effluent quality (including, but not limited to, phosphorous loading and biochemical oxygen demand) will increase the complexity, costs and timelines associated with wastewater treatment solutions. The CMR hosts leading-edge nutrient removal plants (including Calgary, Bragg Creek and Okotoks); however, the trend will need to continue for more advanced treatment works that consider the assimilative capacities of the receiving river systems as the Region grows.

The carrying capacity of river systems within the CMR may influence the location of future additional wastewater treatment works and location of acceptable growth nodes.

### **Water Governance and Collaboration**

As collaboration has been cited as a cornerstone of effective water management at the regional scale, there may be opportunities to modernize and improve efficiency of intermunicipal water services between members, with other regional partners and stakeholders, and within the Growth Plan JPAs. Collaborative delivery of water and wastewater services may provide opportunities for more efficient and/or reliable service delivery with benefits to ratepayers in the CMR. Increasing reliability of essential water servicing will benefit municipalities offering fiscally sustainable servicing options where sub-regional systems warrant. The Organization for Economic Cooperation and Development (OECD) has developed a Water Governance Indicator Framework<sup>1</sup> and associated self-assessment tool that organizations can use to assess their current state of water governance. The intended goal of the tool is to “stimulate a transparent, neutral, open, inclusive and forward-looking dialogue across stakeholders on what works, what does not, what should be improved and who can do what.”

### **Stormwater Management**

Stormwater management within the CMR creates both challenges and opportunities related to land development and water quality.

Firstly, several northeastern CMR members (Calgary, Chestermere, Rocky View County, Strathmore and Wheatland County) face development constraints due to the lack of sufficient conveyance capacity to shed stormwater from their landscape. The alternative of capture and evaporation of stormwater (zero discharge) within new developments reduces the potential density of development and affect the economics of land development. Some CMR members have been working collaboratively with the WID since 2012 regarding potential solutions to address this need within the Collaborative Stormwater Management Initiative (CSMI).

Secondly, stormwater discharge into existing drinking water reservoirs, shallow aquifers, and other surface water bodies from both residential and agricultural developments on surrounding lands affects the cost of drinking water treatment as well as the assimilative capacity of the river systems to absorb treated wastewater effluent. Non-point source loadings from upstream land uses and practices create risks for CMRB members, both for source water quality and for approvals to operate wastewater treatment plants.

Finally, stormwater discharge into important tributaries within the CMR (Nose Creek, Fish Creek, Pine Creek, Fortymile Creek, Jumpingpound Creek, and others) also impacts geomorphology of the water body, drinking water quality, assimilative capacity and the severity and consequence of localized flooding.

To alleviate some of these concerns, the Province has been working on Stormwater Use and Water Reuse Policy intended to promote opportunities for the capture, treatment and reuse of stormwater to alleviate water quantity constraints. The timeliness and certainty of regulatory decisions regarding stormwater reuse will be key factors in determining the effectiveness of a new provincial stormwater use policy. The extent to which stormwater use and water reuse are opportunities in the CMR has not yet been determined in the absence of certainty regarding provincial policy requirements. If deemed a resource, then stormwater use will be regulated. Public engagement noted stormwater use as an opportunity for innovation in the CMR.

Some watershed management plans in the CMR include recommendations for stormwater quality, and/or stormwater release rates on specific watersheds based on their unique pressures, water quality monitoring and runoff volume control targets. The CMR Stormwater Background Report provides detailed context for the region and provides a range of intermunicipal priorities and opportunities. It should be used as input for future water initiatives in the CMR.

As noted in the Growth Plan, joint planning area context studies will identify stormwater management plans in place and assess potential conflicts, with proposed strategies to resolve conflicts.

## Watershed Planning

Watershed planning focuses on broader watershed protection and intermunicipal issues of water quality and quantity. In the current regulatory framework, there is a strong connection to the watershed-based South Saskatchewan Regional Plan (SSRP). One of the strategic directions of the SSRP is “Advancing Watershed Management”, and the desired outcome is that “Watersheds are managed to support healthy ecosystems and human needs through shared water stewardship”.

The SSRP includes regulations to enable the Province to limit activities that impact water quality, and general guidelines for water and watershed protection guidance for water users, including municipalities. The CMR must be compliant with the SSRP, and can advocate for enhanced protection of the watersheds that CMR relies on, both those within and outside of the region’s boundary.

Watershed planning and protection is most effective at the watershed scale, and the CMR represents only a portion of the South Saskatchewan River Basin. As the SSRP is the guiding document for planning in the watershed, it provides broad guidance for watershed protection policy. Water management plans have been developed by Watershed Planning and Advisory Councils (WPACs) and Watershed Stewardship Groups (WSGs) in partnership with the province for some subwatersheds in the CMR. These water management plans offer the next level of detail of the goals and objectives of the SSRP, with specific context to aquatic health, hydrology and human development context in which they are located. Cumulative effects management at the subwatershed scale roll up to improved outcomes at a watershed scale to align shared water stewardship goals.

*“The SSRP sets the stage for robust growth, vibrant communities and a healthy environment within the region for the next 50 years. The SSRP establishes the need to consider cumulative environmental impacts in decision making and the need to establish a cumulative environmental management system to manage the cumulative effects of development on air, water, land and biodiversity to ensure the value and benefit of these environmental systems are sustained at the regional level and contribute to provincial outcomes. The SSRP has established baseline outcomes and objectives along with strategies and actions that will be used to achieve them. Integrated monitoring, evaluation and reporting systems are essential as they are used to assess progress in achieving outcomes and objectives”*

- South Saskatchewan Regional Plan

## Region-wide Policy

1. Municipalities should be innovative in resolving water infrastructure challenges over the long term for the shared benefit of the region's ratepayers
2. Municipalities shall set priorities on future water initiatives that consider source water protection, integrated watershed management and cumulative effects.
3. A regional water forum like the CMR Water Table, made up of CMR municipal staff, shall continue to collaborate on regional water initiatives with key external stakeholders, as appropriate.
4. Municipalities, through the regional water forum, shall continue to plan, scope and implement regional water initiatives, including an update to the Water Roadmap to consider the Growth Plan and JPA Context Studies.
5. The regional water forum shall undertake a prioritization exercise for regional water initiatives, and include considerations of resources and funding, and be approved by the Board.
6. Future regional water initiatives should be consistent with the Board's future Environmentally Sensitive Areas initiatives.
7. Municipalities should participate in the implementation of water management plans, where present.
8. Municipalities should use water management plans to inform planning decisions, wherever possible.
  - a. In the absence of a water management plan, and where river health conditions warrant, municipalities should partner with stakeholders to advance shared water stewardship initiatives using data-based decision making
9. Statutory Plans should incorporate the shared goals and outcomes contained within subwatershed management plans, where available, and provide policies in alignment with those outcomes and goals.
  - a. Municipalities should support subwatershed monitoring through data and resource sharing with stakeholder groups, as appropriate.
10. Municipalities should collaborate with the Province on water reuse and stormwater reuse, where feasible, in the South Saskatchewan River Basin.

## JPA Policies

1. Municipalities within each JPA should undertake an assessment of water governance that may include a self-assessment like the OECD Water Governance Indicator Framework to identify and evaluate governance needs to support the efficient delivery of water and wastewater services and application of best practices.
2. The intermunicipal stormwater strategies identified in JPA Context studies shall inform water servicing sections of the update to the Servicing Plan in 5 years.



### 3. Recreation

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 outcomes may lead to cost savings, reducing risk, sharing resources and responsibility, increasing the quality of a service and other benefits. There are some areas of the CMR where collaboration is thriving and other areas where the full benefits from collaboration have yet to be realized.

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 text 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 services, 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 with 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 collaboration on recreation should be an ongoing activity, built on a foundation of partnerships and evidence-based decision making.

**Collaborative Process** - The CMRB should establish a recreation working group of member municipalities to facilitate collaboration by identifying areas of common interest, coordination, regional challenges and to share information.

**Evidence-Based Decision Making** – CMR member municipalities should establish processes that incorporate evidence-based decision making to the greatest extent possible.

## 4. Implementation

### (VERY PRELIMINARY ONLY)

- [Still to do] Most will be a summary of recommendations and actions outlined in the previous two chapters, with some indication of priority

#### Other Services

- [Still to do] Mention of other regional servicing (eg., emergency services, solid waste, etc) not included in this Servicing Plan

#### Servicing Plan Amendment and Updates

- [Still to do] Connection to Growth Plan updates
- [Still to do] Alignment with JPA Context Plans
- [Still to do] Timing and regulatory provisions for updates

## Glossary of Terms

- [Still to do] Definitions for terms raised in the Growth Plan report

#### Stormwater

*“Stormwater is runoff from rainstorms, hailstorms or melting snow that is shed from urban and rural landscapes. Stormwater picks up pollutants, including trash and suspended and/or dissolved solids that impact the quality of downstream water bodies.”*

- 

## Appendices

- [Still to do] Summary of JPA requirements

<b>Agenda Item</b>	<b>5a</b>
<b>Submitted to</b>	<b>Land Use and Servicing Committee</b>
<b>Purpose</b>	<b>For Discussion and Feedback</b>
<b>Subject</b>	<b>Chapter 1: Introduction</b>
<b>Meeting Date</b>	<b>February 4, 2021</b>
<i>That the Committee provide feedback on and receive for information the Introduction Chapter of the preliminary working draft of the CMR Growth Plan</i>	
<p><b>Summary</b></p> <ul style="list-style-type: none"> <li>• Previous Committee and Board meeting agendas had policy discussions broken out by six individual topic areas (e.g. Growth Management and Efficient Use of Land). As the topic areas have now merged into the preliminary working draft Growth Plan, HDR C is looking for feedback on the overall document.</li> <li>• No changes have been made to the region-wide policies of the preliminary working draft Growth Plan document since the January 29, 2021 Board meeting. Consequently, the Regional Policies chapter of the preliminary working draft is not on the agenda for discussion.</li> <li>• At the January 29, 2021 Board meeting, the Board passed a motion to request an extension from the Minister for delivering the Growth and Servicing Plans. Currently, Administration is developing the workplan to incorporate direction from the Board. In the discussion of an extension request, the Board identified that some degree of visioning work would be important to help the Board over the final hurdles of the remaining policies for the region and requested that an additional round of public engagement be considered by Administration.</li> <li>• At this time, member municipality council presentations from HDR Calthorpe will continue as scheduled.</li> <li>• There may be some changes to policy language as the Growth and Servicing Plan documents are refined.</li> </ul>	
<p><b>Attachments</b></p> <ul style="list-style-type: none"> <li>• Preliminary Working Draft CMR Growth Plan, HDR Calthorpe</li> </ul>	

That the Committee provide feedback on and receive for information the Introduction Chapter of the preliminary working draft of the CMR Growth Plan

Agenda Item 5a

<b>Agenda Item</b>	<b>5b</b>
<b>Submitted to</b>	<b>Land Use and Servicing Committee</b>
<b>Purpose</b>	<b>For Discussion and Feedback</b>
<b>Subject</b>	<b>Chapter 2: Regional Growth Direction</b>
<b>Meeting Date</b>	<b>February 4, 2021</b>
<i>That the Committee provide feedback on and receive for information the Regional Growth Direction Chapter of the preliminary working draft of the CMR Growth Plan</i>	
<p><b>Summary</b></p> <ul style="list-style-type: none"> <li>• Previous Committee and Board meeting agendas had policy discussions broken out by six individual topic areas (e.g. Growth Management and Efficient Use of Land). As the topic areas have now merged into the preliminary working draft Growth Plan, HDR C is looking for feedback on the overall document. Regional Growth Direction chapter is found on pages 12 to 18.</li> <li>• No changes have been made to the region-wide policies of the preliminary working draft Growth Plan document since the January 29, 2021 Board meeting. Consequently, the Regional Policies chapter of the preliminary working draft is not on the agenda for discussion.</li> <li>• At the January 29, 2021 Board meeting, the Board passed a motion to request an extension from the Minister for delivering the Growth and Servicing Plans. Currently, Administration is developing the workplan to incorporate direction from the Board. In the discussion of an extension request, the Board identified that some degree of visioning work would be important to help the Board over the final hurdles of the remaining policies for the region and requested that an additional round of public engagement be considered by Administration.</li> <li>• At this time, member municipality council presentations from HDR Calthorpe will continue as scheduled.</li> <li>• There may be some changes to policy language as the Growth and Servicing Plan documents are refined.</li> </ul>	
<p><b>Attachments</b></p> <ul style="list-style-type: none"> <li>• Preliminary Working Draft CMR Growth Plan, HDR Calthorpe</li> </ul>	

That the Committee provide feedback on and receive for information the Regional Growth Direction Chapter of the preliminary working draft of the CMR Growth Plan

Agenda Item 5b

<b>Agenda Item</b>	<b>5c</b>
<b>Submitted to</b>	<b>Land Use and Servicing Committee</b>
<b>Purpose</b>	<b>For Discussion and Feedback</b>
<b>Subject</b>	<b>Chapter 4: Implementation</b>
<b>Meeting Date</b>	<b>February 4, 2021</b>
<i>That the Committee provide feedback on and receive for information the Implementation Chapter of the preliminary working draft of the CMR Growth Plan</i>	
<p><b>Summary</b></p> <ul style="list-style-type: none"> <li>• Previous Committee and Board meeting agendas had policy discussions broken out by six individual topic areas (e.g. Growth Management and Efficient Use of Land). As the topic areas have now merged into the preliminary working draft Growth Plan, HDR C is looking for feedback on the overall document. The Implementation chapter is found on pages 49 to 51.</li> <li>• No changes have been made to the region-wide policies of the preliminary working draft Growth Plan document since the January 29, 2021 Board meeting. Consequently, the Regional Policies chapter of the preliminary working draft is not on the agenda for discussion.</li> <li>• At the January 29, 2021 Board meeting, the Board passed a motion to request an extension from the Minister for delivering the Growth and Servicing Plans. Currently, Administration is developing the workplan to incorporate direction from the Board. In the discussion of an extension request, the Board identified that some degree of visioning work would be important to help the Board over the final hurdles of the remaining policies for the region and requested that an additional round of public engagement be considered by Administration.</li> <li>• At this time, member municipality council presentations from HDR Calthorpe will continue as scheduled.</li> <li>• There may be some changes to policy language as the Growth and Servicing Plan documents are refined.</li> </ul>	
<p><b>Attachments</b></p> <ul style="list-style-type: none"> <li>• Preliminary Working Draft CMR Growth Plan, HDR Calthorpe</li> </ul>	

That the Committee provide feedback on and receive for information the Implementation Chapter of the preliminary working draft of the CMR Growth Plan

Agenda Item 5c



# Calgary Metropolitan Region Growth Plan

PRELIMINARY WORKING DRAFT

February 2, 2021

DRAFT FOR DISCUSSION ONLY

Agenda Item 5 Attachment



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PRELIMINARY WORKING DRAFT FOR DISCUSSION ONLY

**THIS DOCUMENT IS A PRELIMINARY WORKING VERSION OF THE CMRB GROWTH PLAN. AS SUCH, IT CONTAINS TEXT AND GRAPHICS THAT ARE DRAFT AND/OR IN PRODUCTION. THIS VERSION HAS NOT BEEN SUBJECT TO QUALITY REVIEW AND DOES NOT REPRESENT A DELIVERABLE OF HDR | CALTHORPE. POLICIES AND RECOMMENDATIONS ARE PRELIMINARY AND HAVE NOT BEEN APPROVED BY THE CMRB.**

PRELIMINARY WORKING DRAFT FOR DISCUSSION ONLY

## Preamble

We live here because we love this place. We are grounded in its history and cultures. Our strong local economy supports our families. We celebrate the beauty of our region, our connection to the land and its natural and agricultural bounty. We have built great communities – large and small, urban and rural. We have a habit of working cooperatively for the common good. We govern ourselves effectively, and use our resources efficiently.

These strengths have served us well and will continue to do so. And yet...

As we look ahead into another era of growth and change in our Region, we know that we need to plan for our future, not just hope for it. We have seen examples of other metropolitan regions that have taken on this task, and others which have failed.

We have a shared commitment to make our region more competitive for the changing economy and more sustainable in a changing climate. We have built our knowledge of best practices in planning for growth. We have accumulated some benefits of cooperation between municipalities for the benefit of our citizens.

What will we do together in agreeing upon this plan? We will make difficult, but important changes in how we grow, with benefits that could not be fully realized by working independently. We will decide *where there will be more growth, and less* than if we had just continued business as usual. We will determine the *type and character* of growth we want to encourage. We will create a structure of decision-making that fosters more cooperation and less conflict. This plan's policies and direction will equip us to make better decisions about servicing, shaping our transportation system, our stewardship of our water and environment, and our provision of services for our communities. In short, it is a plan to grow by using *less land, less water and at less cost*.

This plan is our chance to shape our great and growing region for the future we want.

# 1 Introduction

Welcome to the Calgary Metropolitan Region Board's (CMRB) Growth Plan, a new strategy for sustainable growth for the Calgary region. The Growth Plan (the Plan) replaces the Interim Growth Plan for the Calgary Metropolitan Region's (the Region's) ten member municipalities.

The CMRB acknowledges that the Region is on the traditional territories of the people of the Treaty 7 region in Southern Alberta. This includes the Blackfoot Confederacy (comprising the Siksika, Piikani, and Kainai First Nations), the Tsuut'ina First Nation, and the Stoney Nakoda (including the Chiniki, Bearspaw, and Wesley First Nations). The Region is also home to Métis Nation of Alberta, Region III.

The Growth Plan provides a comprehensive and integrated policy framework for managing growth and implementing long-term goals for the Calgary Metropolitan Region (CMR), reflecting the aspirations for the Region – what the CMR would like to be, and what it would look like. The Growth Plan is a set of strategies for planning and managing future population and employment growth to help achieve the aspirational future.

The Growth Plan is guided and regulated by the Municipal Government Act and the Calgary Metropolitan Region Board Regulation (Alberta Regulation 190/2017 of the Municipal Government Act). The CMRB regulation sets out the following objectives for the Growth Plan:

- a) to promote an integrated and strategic approach to planning for future growth in the CMR,
- b) to identify the overall development pattern and key future infrastructure investments that would:
  - i) best complement existing infrastructure, services and land uses in the CMR,
  - ii) best complement the desired scale of development and community visions across the CMR,
  - iii) best address efficient and cost-effective growth and development, and
  - iv) maximize benefits to the CMR,
- c) to coordinate decisions in the CMR to sustain economic growth and ensure strong communities and a healthy environment, and
- d) to promote the social, environmental and economic well-being and competitiveness of the CMR.

This document describes a collaboratively developed Plan that outlines land use patterns, policy framework and implementation actions to address current and long-term challenges.

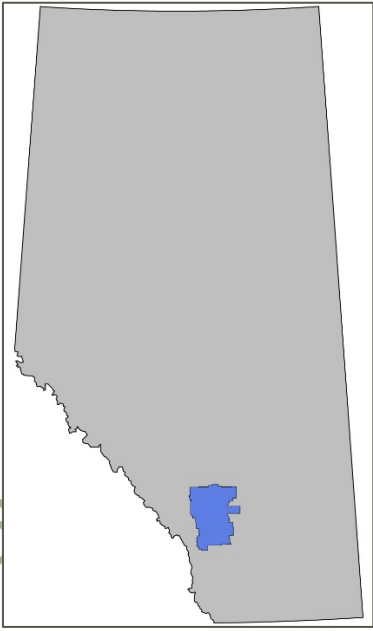
The Plan is an evolution of the current Interim Growth Plan,. It is an overall framework to coordinate provincial goals with municipal plans.

The Growth Plan provides a policy framework to support sustainable growth that reduces the environmental and fiscal impacts of growth in the Calgary Metropolitan Region. It

uses a data-driven, scenario process supported by a range of regional policies that address issues of regional significance.



Figure 1. Canada/Alberta/CMR



Alberta/CMR

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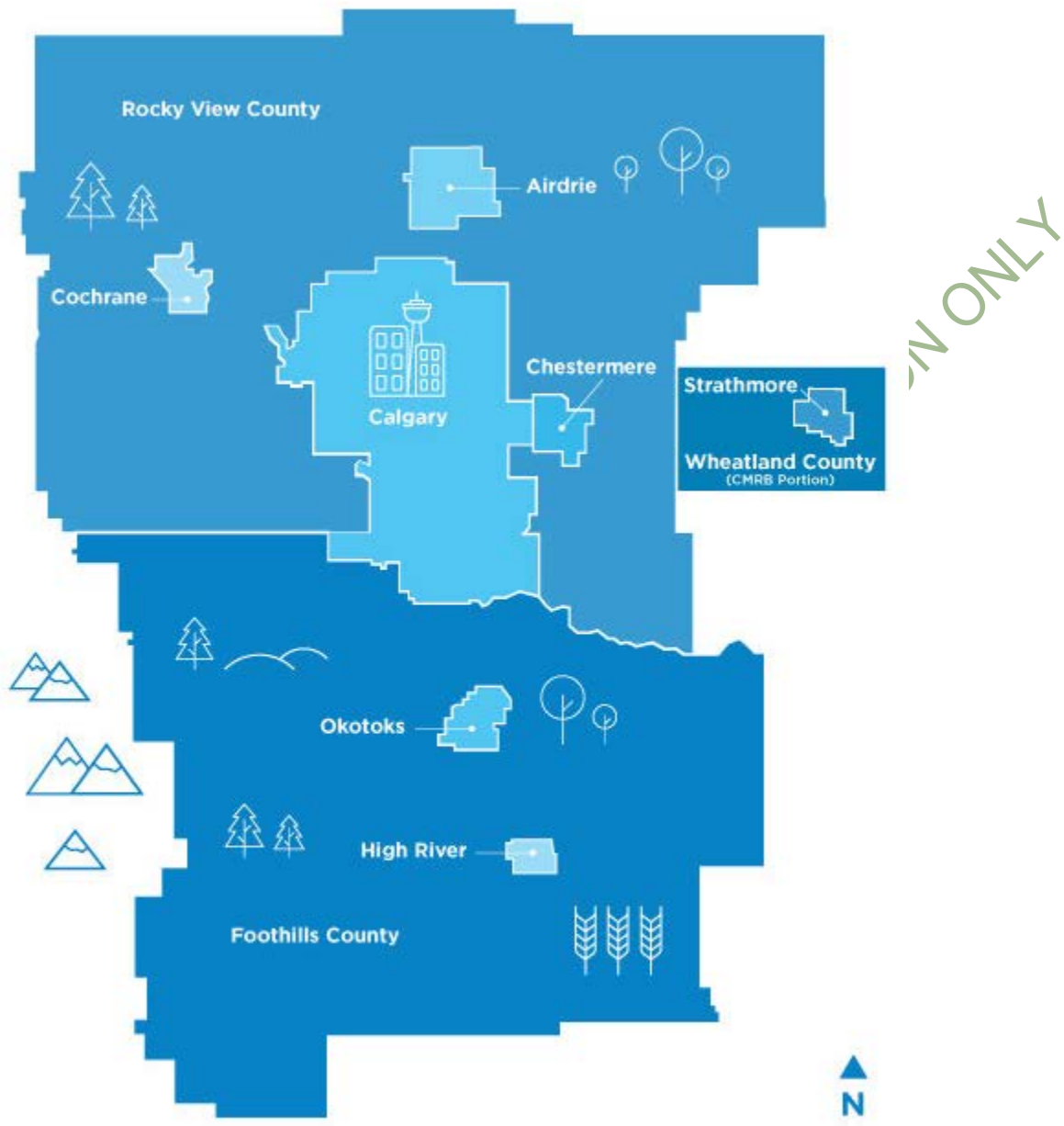


Figure 2. Calgary Metropolitan Region Member Municipalities.

## 1.1 A Plan for the Next Million People

The Growth Plan provides a roadmap for accommodating the next one million people with approximately 600,000 additional jobs for the CMR. Projections indicate this population milestone will occur between 2048 and 2053 according to Rennie Intelligence's methodology. **THIS SECTION BEING EDITED**

## 1.2 Overview of the Calgary Metropolitan Region Board

The CMRB was officially established in January 2018 when the Calgary Metropolitan Region Board Regulation (“CMRB Regulation”, Alberta Regulation 190/2017) came into effect. The CMRB is the first provincially mandated growth management board in the Calgary region. The CMR consists of the 10 member municipalities mandated to develop a long-term plan for managed and sustainable growth.

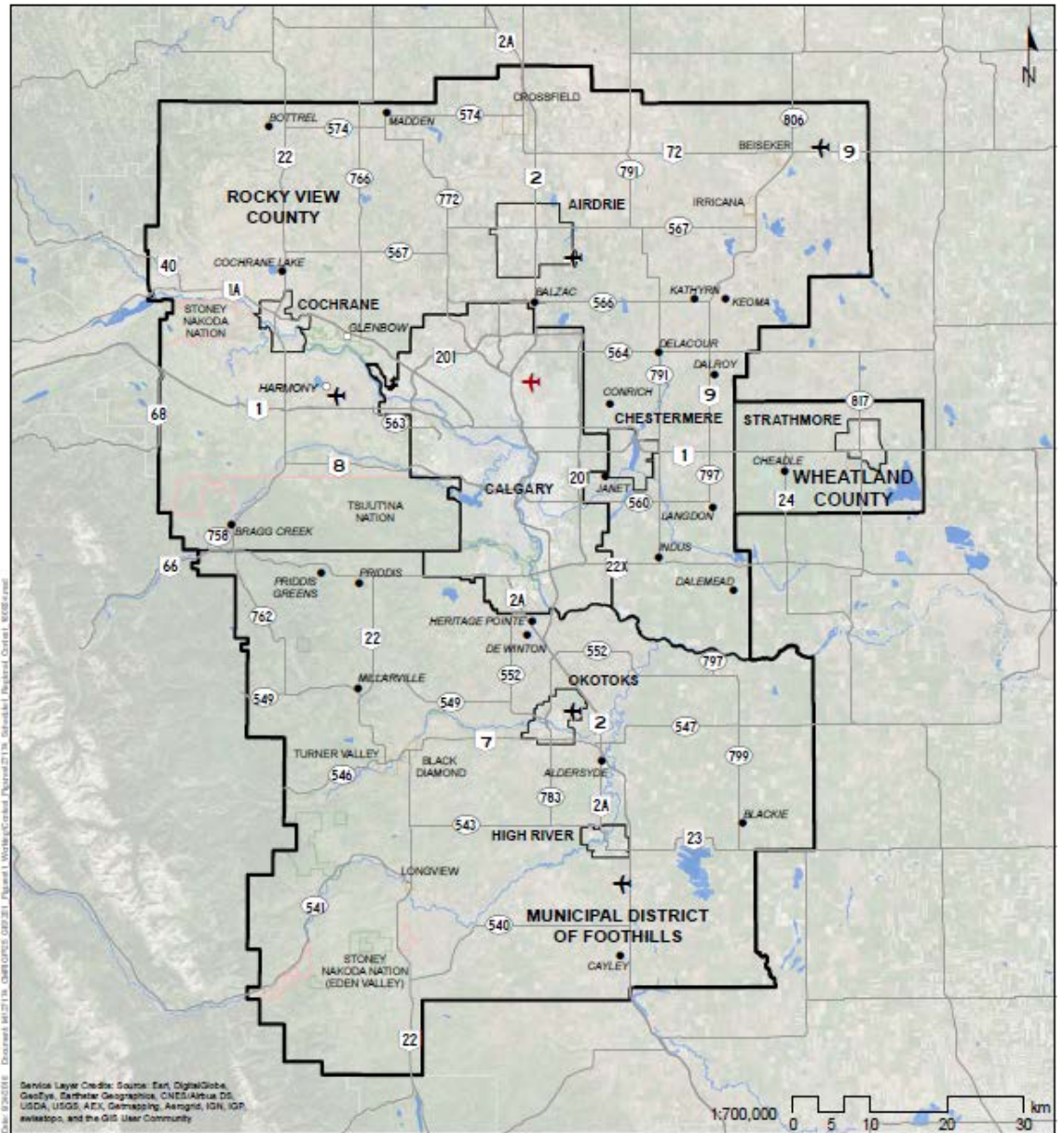
### 1.2.1 Members

The CMR consists of the following members:

- City of Airdrie
- City of Calgary
- City of Chestermere
- Town of Cochrane
- Foothills County
- Town of High River
- Town of Okotoks
- Rocky View County
- Town of Strathmore
- Wheatland County (portion as described in the CMRB Regulation)

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- International Airport
- Other Airport
- Provincial Highway
- CMRB Boundary
- CMRB Member
- Non-Member
- Hamlet
- Unincorporated Urban Community †
- First Nation Reserve
- Provincial Park or Protected Area
- Hydrology

Calgary Metropolitan Region Interim Growth Plan



Current as of Sep-24/18

PRELIM

Figure 3. Regional Context (updated map in preparation)

## 1.2.2 CMRB Mandate

The Board's mandate is to support the long-term sustainability of the region by:

- Ensuring environmentally responsible land-use planning, growth management and efficient use of land
- Developing policies regarding the coordination of regional infrastructure investment and service delivery
- Promoting the economic wellbeing and competitiveness of the Calgary Metropolitan Region
- Developing policies outlining how the Board shall engage the public in consultation

## 1.2.3 CMRB Values

The values of the CMRB are:

**Collaboration:** We work together to identify opportunities and efficiencies that reduce the costs of growth and help achieve sustained prosperity for our region.

**Respect:** We respect each other, our neighbours, our environment, and the land on which our region is built.

**Innovation:** We embrace new ideas and the development, testing and iteration of bold solutions to complex regional challenges.

**Diversity:** We embrace our differences and celebrate the diverse people and places that make up our region.

**Good Governance:** We are purposeful and thoughtful in our actions, prioritizing the development of strategies and plans that guide and enhance the work we do.

## 1.3 Regulatory Framework

The CMRB Regulation came into effect on January 1, 2018, establishing the CMRB and mandating that the Calgary Metropolitan Region Growth Plan (Growth Plan) be prepared and submitted to the Minister within three years of the Regulation coming into force. Due to delays in the preparation caused by the COVID-19 pandemic, the Minister granted a two-month extension to the deadline.

Prior to the formal establishment of the CMRB, the member municipalities decided to prepare an Interim Growth Plan (IGP), which was completed in October 2018. The IGP provides a foundation for this Growth Plan and identifies many of the regionally significant issues that are addressed within the Growth Plan.

The CMRB Regulation also requires the establishment of a Calgary Metropolitan Region Servicing Plan (Servicing Plan), with the same timelines as the Growth Plan. The Servicing Plan was created simultaneously with the Growth Plan and is provided as a separate document.

With the Ministerial approval of the Growth Plan, the IGP no longer has effect.

### 1.3.1 Growth Plan Horizon

Under the CMRB Regulation, the Growth Plan must be reviewed within ten years, or earlier if desired by the Board. This review is to ensure the Growth Plan continues to address the needs of the Region and that the CMR is reaching goals to accommodate the next million regional population in approximately 25 to 30 years.

### 1.3.2 Growth Plan Requirements

The CMRB Regulation identifies the minimum contents of the Growth Plan. The requirements of the CMRB Regulation are as follows:

*Except as otherwise specified by the Minister, a proposed Growth Plan must contain a comprehensive, integrated regional land-use plan for the Calgary Metropolitan Region that includes the following:*

- a) *population and employment projections;*
- b) *the identification of*
  - i) *growth areas,*
  - ii) *land supply for residential, commercial and industrial purposes,*
  - iii) *agricultural lands,*
  - iv) *density of development,*
  - v) *the development and location of infrastructure, and*
  - vi) *corridors for recreation, transportation, energy transmission, utilities and intermunicipal transit;*
- c) *policies regarding the planning for corridors for recreation, transportation, energy transmission, utilities and intermunicipal transit;*
- d) *policies regarding environmentally sensitive areas;*
- e) *policies regarding the coordination of infrastructure planning and development among the participating municipalities;*
- f) *policies that address new settlement areas;*
- g) *policies that address the intensification of existing settlement areas;*
- h) *policies regarding the conservation of agricultural lands;*
- i) *specific actions to be taken by the participating municipalities to implement the Growth Plan.*

In addition to the content requirements as defined in the CMRB Regulation, the CMRB Board has also defined that policies related to flood prone areas will be included in the Growth Plan.

### 1.3.3 Hierarchy of Plans

The Growth Plan is one of five types of statutory plans identified in the Municipal Government Act. These plans must be consistent with one another, and with regional plans adopted under the Alberta Land Stewardship Act. Each of these plans is required to be consistent with a plan above it in the hierarchy of plans, and where inconsistencies exist, the higher plan in the hierarchy prevails.

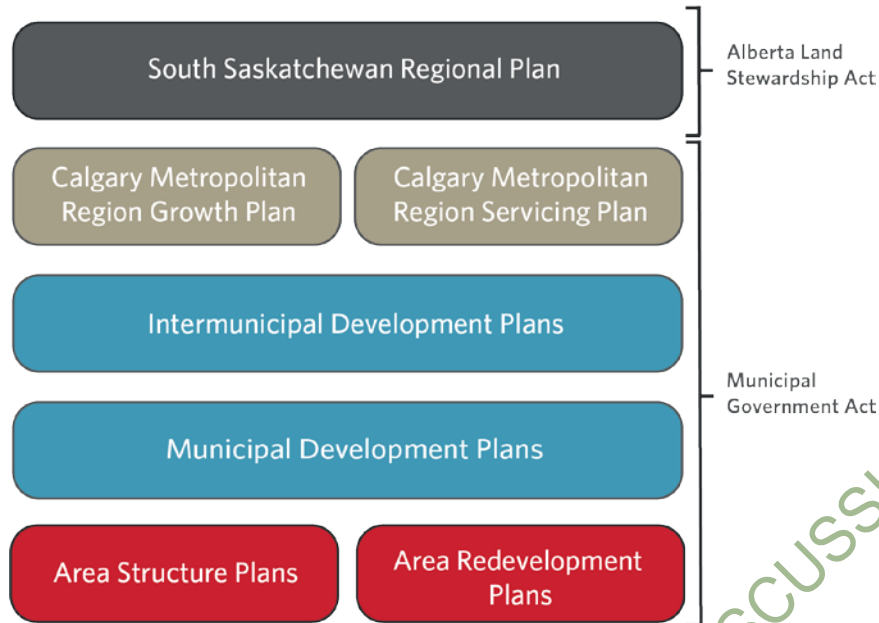


Figure 4. Hierarchy of Plans

### 1.3.4 South Saskatchewan Regional Plan

The Province of Alberta approved the South Saskatchewan Regional Plan (SSRP) in July 2014, and subsequently amended it in May 2018.

The SSRP:

- Establishes a long-term vision for the region;
- Aligns provincial policies at the regional level to balance Alberta’s economic, environmental and social goals;
- Reflects ongoing commitment to engage Albertans, including aboriginal peoples, in land-use planning;
- Uses a cumulative effects management approach to balance economic development opportunities and social and environmental considerations;
- Sets desired economic, environmental and social outcomes and objectives for the region;
- Describes the strategies, actions, approaches and tools required to achieve the desired outcomes and objectives;
- Establishes monitoring, evaluation and reporting commitments to assess progress; and
- Provides guidance to provincial and local decision-makers regarding land-use management for the region.

The South Saskatchewan Region includes the South Saskatchewan River Basin, the Milk River Basin and the Alberta portion of the Cypress Hills, covering over 83,000 km<sup>2</sup> or about 12.6% percent of the total area of Alberta and includes the CMR.



### 1.3.5 Interim Growth Plan

The IGP, enacted in October 2018, was developed through a collaborative effort led by the CMRB administration with significant contributions from members of the Land Use Committee, Technical Advisory Group, and consultants. The ten member municipalities that make up the Board collectively decided to prepare an IGP to guide land-use, growth, and infrastructure planning on an interim basis, prior to the development and approval of the long-term Growth Plan.

The IGP was authored with the intent to promote the long-term sustainability of the Region, ensure environmentally responsible land-use planning and growth management, coordinate regional infrastructure investment and service delivery, and promote the economic wellbeing and competitiveness of the Region.

The principles identified in the Interim Growth Plan remain valid and continue to guide the “permanent” Growth Plan. These principles include:

- Promote the Integration and Efficient Use of Regional Infrastructure;
- Protect Water Quality and Promote Water Conservation; and
- Encourage Efficient Growth and Strong and Sustainable Communities.

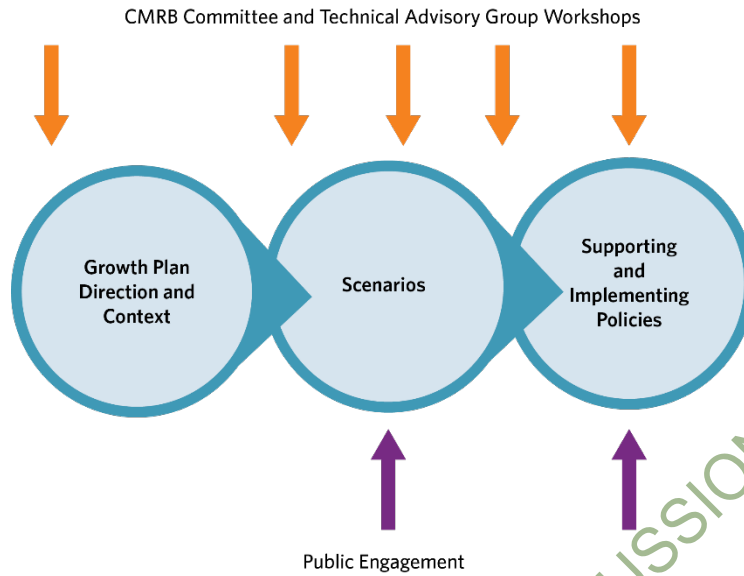
The Interim Growth Plan provides a foundation for the Growth Plan by mapping regionally significant features and establishing common definitions and begins to address key requirements identified by the CMRB Regulation.

## 1.4 Community and Stakeholder Involvement

Building on the IGP, the Growth Plan was prepared through extensive collaboration among the member municipalities via the Board, Land Use and Servicing Committees and various Technical Advisory Groups comprised of subject matter experts from the member municipalities. An external Technical Advisory Group made up of technical experts from various stakeholder groups and the Province of Alberta was also directly involved in the preparation. Indigenous communities affected by the Growth Plan were engaged through a variety of methods in an extensive public engagement process. The public engagement was held online due to COVID-19 restrictions and generated over XXXX visits to the engagement website over two engagement periods in 2020.

### 1.4.1 Technical Advisory Groups

Prior to the Growth Plan, the CMRB and administration established several technical advisory groups (TAGs) with member municipality subject matter experts and external technical experts to engage with the process. The TAGs met throughout the development of the Growth Plan and worked closely with CMRB administration and consultants to address concerns and make decisions on topics including land use, transportation and transit, intermunicipal servicing, water, agriculture, recreation, and communications and engagement.



**Figure 5. Process Overview and Input**

The CMRB administration and TAGs authored and tendered over a dozen reports and studies prior to the Growth Plan to support its development.

#### 1.4.2 External Technical Advisory Group

TO BE COMPLETED

#### 1.4.3 Community Engagement

An equally important part of the planning process is the participation and engagement of broader public. The CMRB provides an up-to-date website ([www.calgarymetroregion.ca](http://www.calgarymetroregion.ca)) and for the GSP process, additional public engagement includes online outreach, education, and comment opportunities. The CMRB, administration, along with the continued work of the CMRB and administration have enabled a strong foundation for the Plan.

The initial plan for public engagement activities included both online and in-person opportunities to gather community input. Due to the COVID-19 global pandemic, the approach to public engagement shifted to an exclusively online format, with increased focus on providing a variety of ways that participants could share their views and experiences.

There were two phases of public engagement - the first occurred over 6 weeks in the summer and the second happened over 4 weeks in November of 2020. Both phases encouraged members of the public to learn about the CMRB, considerations for how to approach growth in the region, and offer feedback based on their lived experiences as residents. The first phase offered three scenarios for consideration that reflected different approaches to managing growth (including “business as usual”) and asked questions to identify preferences in attributes of the different scenarios. What we heard about what matters to the public was reflected in the development of the proposed approach, which was shared with participants in the second phase.

In both phases of public engagement, participants were offered multiple ways of providing input, including quick polls, discussion forums, and a survey. This approach allowed people to engage in the way that worked for them, depending on how much time and interest they had in the GSP. Both engagement phases had strong participation in terms of visits to the site and thoughtful comments based on their unique experiences, interests, and hopes for managing growth in the region.

#### 1.4.4 Indigenous Communities

There are four First Nations located within the boundaries of the Calgary Metropolitan Region (Tsuut'ina, Wesley, Bearspaw, and Chiniki Nations) and one First Nation that is considered 'region-adjacent' (Siksika Nation). The Calgary Metropolitan Region is also part of Métis Nation of Alberta Region 3 and home to many urban Indigenous peoples. The initial plan for engagement with Indigenous communities included primarily in-person meetings and potentially workshops to be held within communities and on Nations. Due to the COVID-19 global pandemic, the approach to Indigenous engagement shifted to primarily phone and online outreach and discussions. The inability to meet in person likely affected the strength of engagement from Indigenous groups and it is recommended that the CMRB continue to seek ways to build ongoing relationships with Indigenous communities once in-person gathering restrictions are lifted.

Despite the pandemic, CMRB administration were able to engage with all First Nations in and around the region to share information about the GSP and identify the unique interests and opportunities for future engagement with each Nation. Most Nations shared an interest in continuing conversations with the CMRB around issues of mutual interest and regional importance in the future.

## 2 Regional Growth Direction

An understanding of the historical growth of the Region shows why communities and their services have developed the ways they have. It is important to gain a clear view of past issues and successes in order to efficiently develop and improve the communities in the CMR on a regional scale in the future.

### 2.1 Regional Context

#### 2.1.1 Historical Growth in the Region

Historical growth has been shaped by the past trajectory of land use, economy, and culture that collectively has created a multitude of communities within the region. This history started with First Nations traversing the area for thousands of years and transformed with the introduction of trading posts to ranches and farms, railways, and the booms and busts of the oil and gas industry. The CMR's rich history of development has made it a diverse place where many people can come to be a part of the rural and urban mix.

The initial establishment of settlements that have become many of the municipalities in the region mostly started with the Canadian Pacific Railway, which created many railway siding communities in the late 1800s. There was relatively slow growth in many of the CMR communities until the region's population rapidly increased post-World War II after the discovery of oil near Leduc in 1947. This discovery led to the Canadian head offices of several oil and gas companies locating in the CMR, especially in Calgary.

Communities began to grow and reflect their economy and culture, with sprawling land use in agriculturally rich rural areas while many suburban neighbourhoods and mixed-use downtowns were developing in denser areas.

Throughout the years, the oil and gas industry has remained a dominant part of the regional economy, yet its inconsistency has led to a current downturn with uncertainty of the industry's future. Ranches and farms have remained a consistent part of the economy and character of the rural municipalities in the region while also diversifying to include other sectors and housing types.

The City of Calgary has been a central node of growth with the largest population in the region. Although Calgary is the metropolitan center in the area, its portion of the region's population has decreased from 91% in 1986 to 85% in 2018.<sup>1</sup> This decline signifies a shift towards a more dispersed new growth pattern, which is a challenge that points to the need to manage this growth through regional coordination and cooperation.

#### 2.1.2 Evolution of Regional Planning in the Region

Regional expansion has not only been influenced by land use, economy, and culture, but by approach to regional planning. The 2021 Growth Plan is shaped by this planning history.

<sup>1</sup> City of Calgary (2019). "Calgary's Evolving Role in Our Changing Region – Our Past, Present and Future." p. 4, <https://pub-calgary.escrimemeetings.com/filestream.ashx?DocumentId=95190>.



In the mid-1900s the City of Calgary followed the McNally report's suggestion for all urban development to be directed by one municipality, called the uni-city approach. The report made this recommendation after finding issues that were a result of rapid urban growth occurring outside of urban jurisdictions. Attached to mandatory uni-city planning, the report recommended annexation of Calgary with its surrounding jurisdictions to ensure the uni-city approach's success. These recommendations have influenced the form of today's metropolitan region.

The uni-city approach was discontinued in 1995 and voluntary intermunicipal planning approach took its place through the Calgary Regional Partnership (CRP). The CRP was a regional planning partnership that began in 1999 and developed the Calgary Metropolitan Plan (CMP) in 2009 and was disbanded in 2017, when the province mandated the establishment of the Calgary Metropolitan Region Board.

PRELIMINARY WORKING DRAFT FOR DISCUSSION ONLY

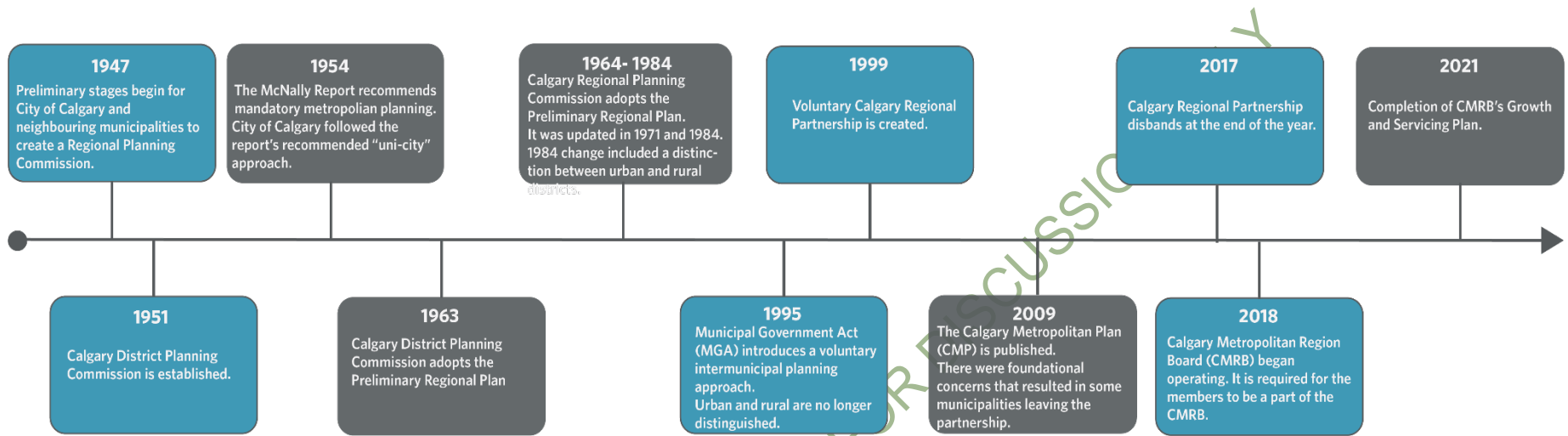


Figure 6. Calgary Region Timeline.

PRELIMINARY WORKING DRAFT FOR DISCUSSION



## 2.1.3 Member Municipality Overviews

**(SEEKING INPUT FROM MEMBERS ON THE SUMMARIES FOR EACH)**

### 2.1.3.1 City of Airdrie

Located north of Calgary, the City of Airdrie has the second largest population in the CMR. The municipality began as a stopping point in 1889 for the Calgary and Edmonton Railway and continued to have railway buildings until the early 1900s when a farmhouse, post office and store were constructed. Airdrie has been a fast-growing City with a current population of 70,564, which is a 3.6% increase from the 2018 population and a sharp 61% increase from its 2011 population.<sup>2</sup> Airdrie is known for its younger population, with 78% of residents under the age of 50 (Statistics Canada, 2016). The municipality is largely a bedroom community but also has local industrial services in the fields of transportation and logistics, manufacturing, oil and gas servicing, and environmental services.



### 2.1.3.2 City of Calgary

The City of Calgary is the largest municipality in the region and the third largest in Canada with a population of 1.2 million. Prosperity of the area continues today with a GDP value of \$67 billion in 2012. According to Calgary Economic Development, the current key sectors in the region are energy, technology, manufacturing, financial services, transportation and logistics, interactive digital media, creative industries, life sciences, and agribusiness. This prosperity of the area continues today with a GDP value of \$67 billion in 2012. The City has grown into a diverse urban centre comprised of a variety of housing, industry and culture.

### 2.1.3.3 City of Chestermere

With a population of 20,732,<sup>3</sup> Chestermere is the fastest growing municipality in Alberta located just 18km east of Calgary. It began as farming land until more people came in the 1880s when the CPR was established. It eventually became a summer village as Chestermere Lake offered an ideal recreation place during the warm months while also providing water for irrigation. The community evolved into a town by 1993, with eventual development into a City in 2014 with the help of community growth of over 150%

<sup>2</sup> City of Airdrie (2019). "2019 Census Results Fact Sheets."  
<https://www.airdrie.ca/getDocument.cfm?ID=7214>

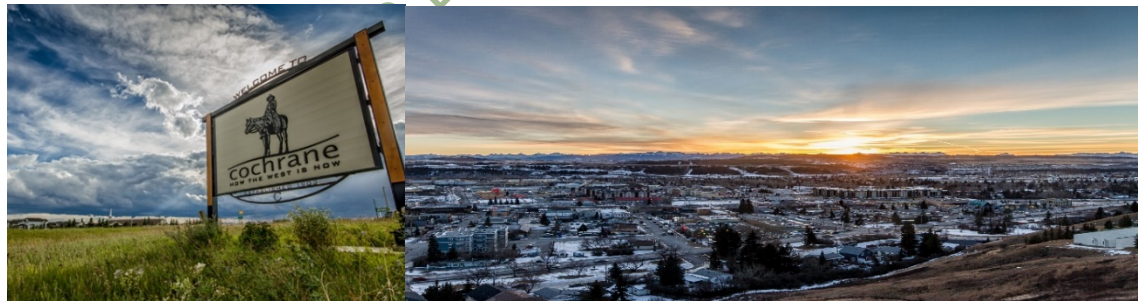
<sup>3</sup> City of Chestermere (2018). "Chestermere Municipal Census 2018."  
<https://www.chestermere.ca/100/Demographics-Population>

between 2004 and 2014. Some industries in the area include construction, real estate, professional and administrative services, and transportation yet 83% of the working-age community commutes to Calgary for work.<sup>4</sup>



#### 2.1.3.4 Town of Cochrane

The Town of Cochrane is located west of Calgary with a population of 29,277 that grew at a rate of 7.94% per year from 2001 to 2016.<sup>5</sup> It was established in 1881 as the Cochrane ranch and continued as a ranching town and railway siding for the CPR. The Town was slow to grow and eventually became a village in 1903 and achieved town status in 1971. Now it is expanding quickly, attracting more residents and tourists each month. Buildings along the Main Street still retain the western heritage of the area, reflecting its past ranching economy, but its primary contributors to the local economy has expanded to include construction, retail trade, agriculture and business services.



#### 2.1.3.5 Foothills County

Foothills County is a rural area with a population of 22,766 located adjacent to and immediately south of Calgary.<sup>6</sup> It surrounds some towns, including High River and Okotoks. Foothills became the MD of Sheep River No. 31 in 1954 by bringing together sections of Improvement District No. 46, Highwood No. 31, Turner Valley No. 32, and Springbank No. 45. The community formed into Foothills County in the beginning of 2019. It has an agricultural heritage that continues today while oil and gas has also emerged as a primary industry. Businesses from home have increased in popularity in the area.

<sup>4</sup> Statistics Canada (2020). Business Register 2020.

Accessed on City of Chestermere website: <https://www.chestermere.ca/100/Demographics-Population>

<sup>5</sup> Town of Cochrane (2019). 2019 Municipal Census. <https://www.cochrane.ca/386/Demographics>

<sup>6</sup> Statistics Canada (2016). Census Profile. Foothills County.





### 2.1.3.6 Town of High River

High River is a town in close proximity to the Rocky Mountains with a population of 13,584 and is located 55km south of the City of Calgary.<sup>7</sup> The CPR became a part of the ranching town in 1892, which helped its growth into a shipping location for cattle. Cattle and wheat continue to be an important part of the High River economy today. The Town's continued agricultural success has attracted other businesses such as technology companies, equipment manufacturers, livestock and crop service providers and food distributors. The area is subject to flooding, with the 2013 flood causing the reconstruction of the downtown among other areas in the town and flood mitigation measures for the future.



### 2.1.3.7 Town of Okotoks

Okotoks is the largest town in Alberta due to a population of 29,002 located 20km south of Calgary. Known for the glacial erratic Big Rock that travelled during the ice age to just 7km west of Okotoks, the town was incorporated in 1908.<sup>8</sup> The place was a stopping point for different forms of transportation through the years, including a wagon route between Fort Macleod and Calgary in the late 1800s and a resting point for the CPR. The discovery of the Turner Valley oil field in the west portion of the town in 1914 helped expand its economic growth that already included transportation, ranching, and sawmills. Today the economy also involves industrial, food and beverage manufacturing and agriculture services. It also has a community run by solar panels. The town has transformed largely into a commuter suburb.

<sup>7</sup> Statistics Canada (2016). Census Profile. Town of High River

<sup>8</sup> Town of Okotoks. Facts about Okotoks. <https://www.okotoks.ca/municipal-government/town-okotoks/facts-about-okotoks>



### 2.1.3.8 Rocky View County

Rocky View County is a rural municipality with the Rocky Mountains nearby to the west. It surrounds Calgary's northern and most of the western and eastern boundaries. The municipality is the most populous district in Alberta at a growing population of 40,695 that grew 10.2% from 2011 to 2016.<sup>9</sup> It includes 14 hamlets, such as Langdon, and many rural areas with country residential subdivisions. With a history rooted in agriculture, the district was initially created as Municipal District (MD) of Calgary No. 44 in 1995 until it was renamed a year later. The main industries are ranching, farming, and natural resource processing.



### 2.1.3.9 Town of Strathmore

Strathmore is a town approximately 40km east of Calgary along the Trans-Canada Highway with a population that has more than doubled since the early 1990s. The town began in 1883 as a siding for the CPR. The hamlet moved 6.5km north in 1905 due to the development of an irrigation system that continues today. It was incorporated as a town in 1911 and dubbed "the town that moved." Strathmore's current economy is largely based in agriculture and cattle ranching, with some oil and gas. Today, the population of 13,000 lives a rural country life that includes primarily agricultural lands and access to Calgary for urban amenities and employment.<sup>10</sup>

<sup>9</sup> Rocky View County. Demographics & Population Dashboard. <https://regionaldashboard.alberta.ca/region/rocky-view-county/#/>

<sup>10</sup> Town of Strathmore (2019). Strathmore History. <https://strathmore.ca/en/visiting/strathmore-history.aspx>





### 2.1.3.10 Wheatland County

Wheatland County is a municipal district in south-central Alberta, east of Calgary and Strathmore. It is comprised of several districts that combined into the County of Wheatland No.16 in 1961. The final name change to Wheatland County occurred in 1996. The population has grown over the years from a variety of small farming communities to 8,788 people living in primarily rural residential dwellings.<sup>11</sup> The population is growing at a rate of 0.76% per year over a period of 15 years from 2001 to 2016.<sup>12</sup> The County is largely comprised of the 50 to 54 age group, which is slightly older than most of the other communities in the CMR that have the largest population age groups in the 30s. The main industry is agriculture and includes a diverse range of other natural resources, manufacturing and consumer products.

## 2.2 Population and Employment Forecasts

Based on the current long-term forecast, the regional population is expected to grow by one million people to approximately 1.5 million people between 2048 and 2053, with a longer range forecast of three million by 2076. The average annual growth rate during this time is estimated to be 1.2%.<sup>13</sup> Table 1 and Figure 7 show the population forecasts for each member municipality.

<sup>11</sup> Statistics Canada (2016). Census Profile. Wheatland County

<sup>12</sup> Statistics Canada (2016). Census Profile. Wheatland County

<sup>13</sup> Rennie Intelligence (2018). Population Projections: Produced for the Calgary Metropolitan Region Board and its Member Municipalities.  
<https://static1.squarespace.com/static/5eb3220bf77e9b62db665c54/t/5ed6f935fd86f82652b7bb39/1591146806403/FINAL+CMRB+Population+Projections.pdf>



Table 1. Population Project for the Calgary Region

Municipality	Forecast Population		
	2018	2048	2053
Calgary	66889	2,029,430	2,124,804
Airdrie	1342861	130,612	140,725
Chestermere	21619	49,632	54,147
Cochrane	28152	53,715	57,277
High River	14825	29,596	31,630
Okotoks	31439	58,653	62,658
Strathmore	14982	30,123	32,374
Foothills	24683	39,082	41,103
Rocky View	42729	67,706	71,439
Wheatland	973	1,590	1,671
<b>TOTAL</b>	<b>1589152</b>	<b>2,490,139</b>	<b>2,617,828</b>

Total Population, Calgary Metro Region Board Area

1986 - 2076

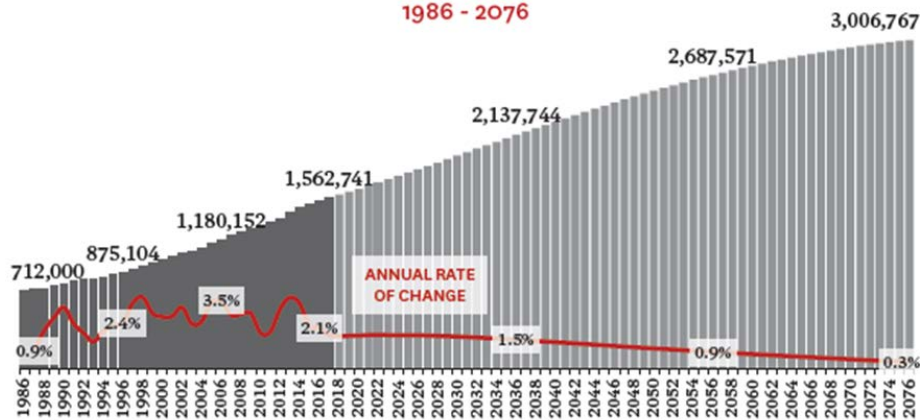


Figure 7.

Population Projections (Rennie intelligence, 2018) – **TO BE REPLACED WITH A CLEANER VERSION**

The City of Calgary will continue to attract the largest number of new residents, but its share of the regional total is expected to slowly decline from almost 85% of the regional population in 2016 to approximately 81% by 2048. Chestermere has the highest forecast growth rate at 1.8%, followed by Airdrie, High River and Strathmore at 1.5%.

Alongside population growth is an increase in employment opportunities with a projected increase from an estimate of approximately 842,000 in 2018 to about 1,340,000 by 2048.<sup>14</sup> This increase translates to an average annual growth rate of 1.6%.

The population and employment growth forecasts by municipality are summarized in Table 2.

**Table 2: Forecast of Regional Growth**

Municipality	Incremental Population Growth (2018-2048)	Incremental Employment Growth (2018-2048)	Share of Regional Population Growth	Share of Regional Employment Growth
Calgary	686,650	337,660	76.2%	67.9%
Airdrie	63,420	23,500	7.0%	4.7%
Chestermere	28,030	8,050	3.1%	1.6%
Okotoks	27,300	9,840	3.0%	2.0%
Cochrane	25,520	9,140	2.8%	1.8%
High River	14,840	8,590	1.6%	1.7%
Strathmore	15,160	9,230	1.7%	1.9%
Rocky View	24,960	69,010	2.8%	13.9%
Foothills	14,400	22,230	1.6%	4.5%
Wheatland	630	330	0.1%	0.1%

## 2.3 Regional Growth Patterns

Planned and developed land in the region – Include currently approved ASPs/ARPs -  
ADD MAP

### 2.3.1 Housing Trends and Future Housing Demands

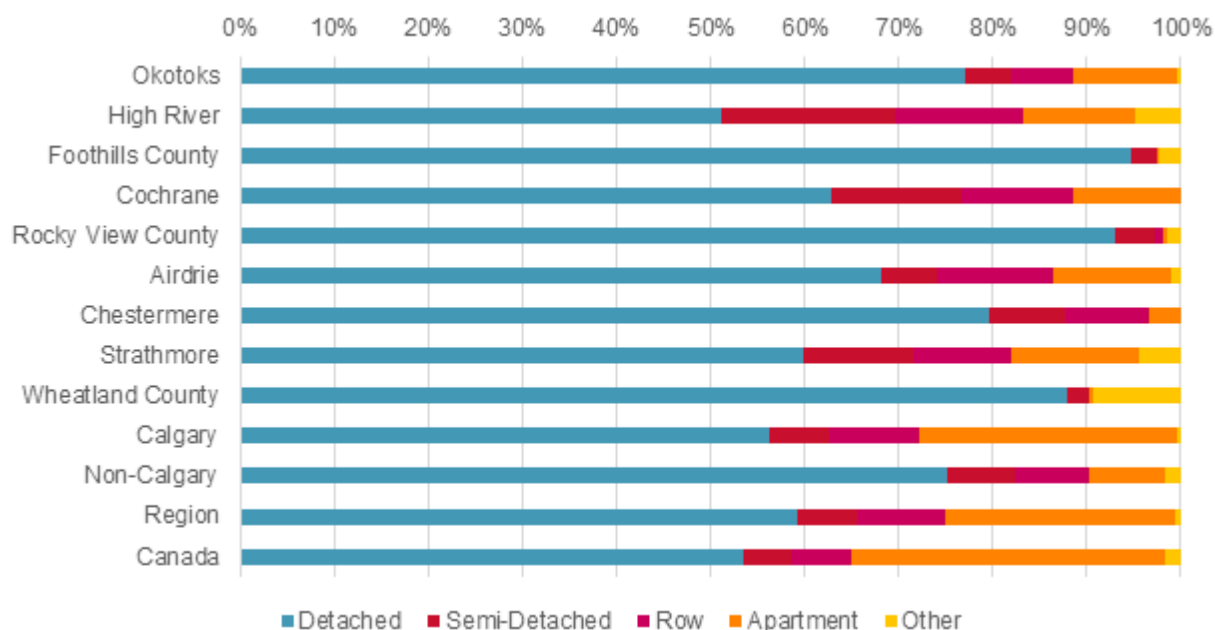
The CMR includes a combination of housing types that vary between and within municipalities. These demand for housing types can change based on many factors, such as economic drivers, generational trends, and stages of life and affect overall growth patterns in the CMR.

As shown in Figure 8, single family homes make up the majority of housing types in the Calgary region. In Foothills County and Rocky View County 93% or more of all homes are detached dwellings. In High River and Calgary, detached dwellings make up 56% or

<sup>14</sup> Applications Management Consulting Ltd. (2020). Regional Employment Forecasts. <https://static1.squarespace.com/static/5eb3220bf77e9b62db665c54/t/5ed6fad54469905e511facf8/1591147234131/2020%2B02%2B21%2BCMRB%2BEmployment%2BAnalysis.pdf> (Note: Totals are different than those in the Applications Management report due to adjustments made for Wheatland County subsequent to the Regional Employment Forecasts report)

less of the housing mix. In almost all municipalities, semi-detached dwelling and row houses make up the smallest percentage of housing types. High River has the highest percentage of row houses (14%) and semi-detached dwellings (18%), followed by Cochrane (12% and 14% respectively) and Strathmore (10% and 12% respectively).

As compared to Canada overall, the region (all municipalities shown) has more detached dwellings and fewer apartments/condominiums. Municipalities outside of Calgary have an even higher proportion of detached dwellings and much lower proportion of apartments as compared to the Region and Canada.



**Figure 8. Current Occupied Dwelling Types by Municipality (2016 Census)**

The population forecast showed 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. Similarly, the City of Calgary’s most recent economic outlook attributes the majority of population growth over the next 40 years to in-migration as opposed to natural increase.<sup>19</sup> Immigration and the demographics of immigrants may become a greater driving force behind housing needs across the region in the future.

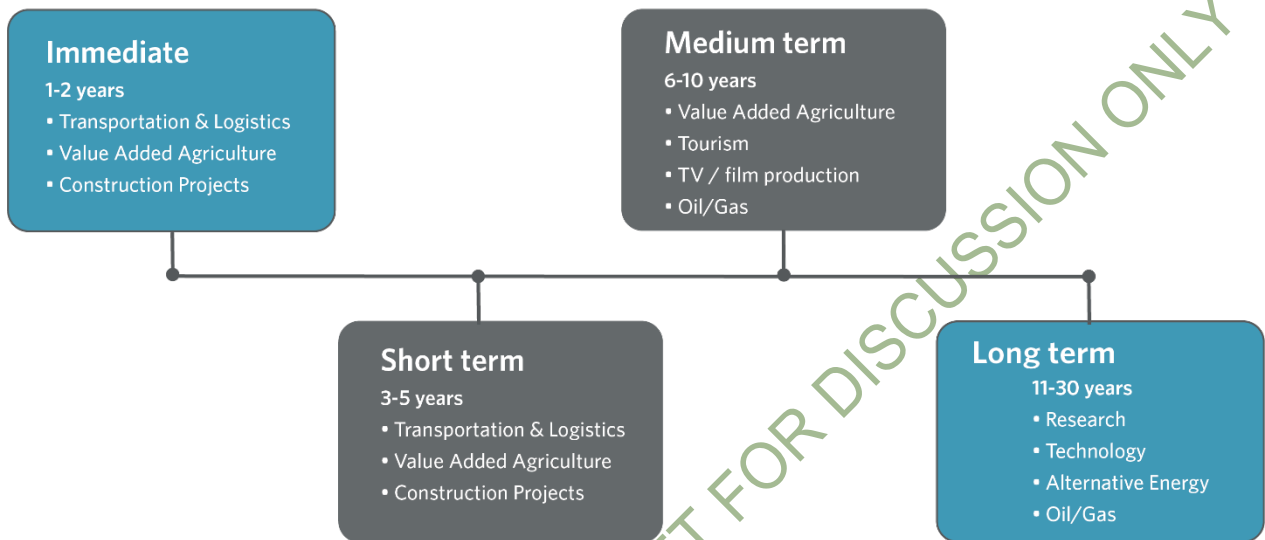
The market’s preference for apartments and condominiums suggests that housing needs are evolving. Most municipalities in the CMR have a median age in the 30s, yet Calgary has recently experienced slower overall growth than previous years with a noticeable growth in the aging population due to a shrinking workforce and less births (Calgary Census, 2019).

The CMR has abundant housing resources that continue to increase, which may lead to an oversupply of both multi-family and single-family housing types if growth continues to slow down and/or age. If these trends continue there could be issues around a lack of drivers to influence a change in future housing and residential land demand.

### 2.3.2 Employment Trends

There are driver industries that are expected to lead employment growth through the years detailed below with timelines of when their growth will play a key role in the region's economy

#### Driver Industries



**Figure 9. Driver Industries Timeline for the Calgary Metropolitan Region (Applications Management Consulting Ltd., 2020)**

Currently, the largest industry sector is Professional, Scientific and Technical services, consisting of 12% of total employment with approximately 100,000 jobs. This sector and other existing industries are expected to grow steadily through the years. Healthcare and Social Assistance, Professional, Scientific and Technical services, Construction, Retail Trade, and Transportation Warehousing are expected to comprise approximately 50% of this total job growth. There will be nearly 150,000 jobs allocated to "Other Industries," some of which at this point may be unclear due to the unknown status of the energy sector that has provided many jobs in the CMR. Figure 10 summarizes the forecast growth by sector under the status quo scenario as defined in Regional Employment Forecasts Report.

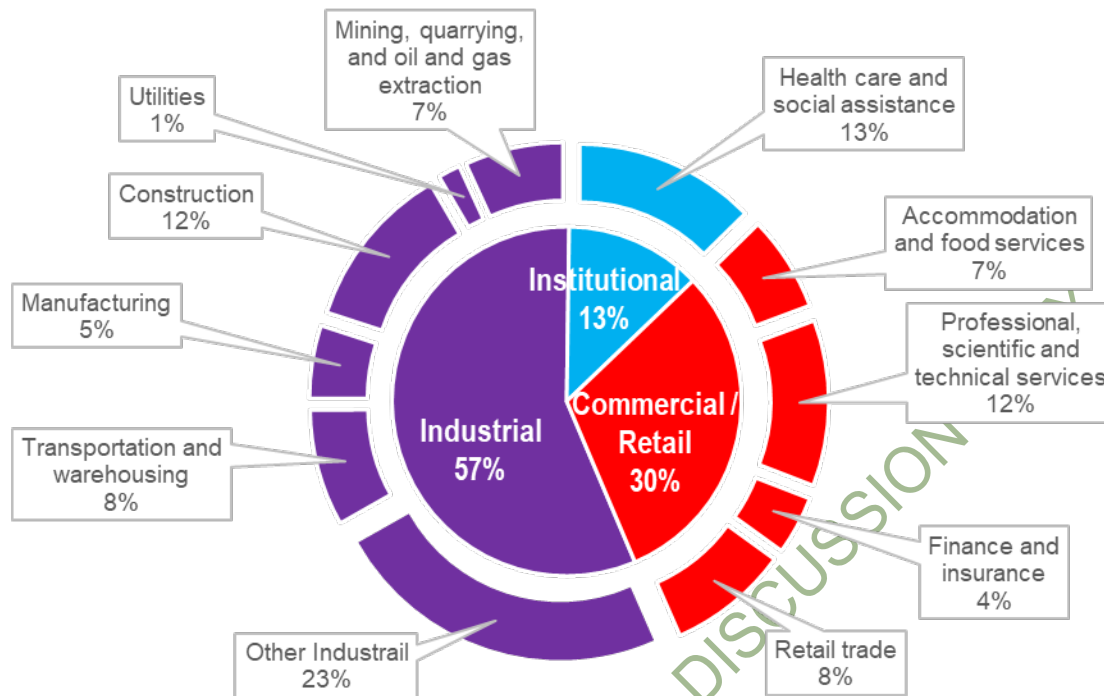


Figure 10: employment Growth By Sector (Derived from Regional Employment Forecasts, Applications Management Consulting Ltd. 2020)

### 2.3.3 Planned and Developed Land

The CMRB created a consolidated database of existing and planned land in the CMR, known as Digitization of Existing and Approved Land (DEAL) as of January 1, 2018. Based on this database, Table 3 provides a summary of the land currently identified in Area Structure Plans (ASPs) and the amount of land that has already been developed.

The total planned area in Table 3 have excluded land for environmental reserve, major parks, major road rights-of-way, farmland and other land within ASPs that would not be readily available for development.

Table 3: Planned and Absorbed Land (from DEAL database)

	Land Area (ha)		
	Total Planned	Absorbed/Developed	Remaining
Calgary	44,800	32,400	12,400
Airdrie	3,100	1,900	1,200
Chestermere	2,200	700	1,500
Okotoks	1,600	1,000	600
Cochrane	1,700	900	800
High River	1,000	500	500
Strathmore	1,200	500	700
Rocky View	44,000	20,400	23,600

	Land Area (ha)		
	Total Planned	Absorbed/Developed	Remaining
Foothills	23,800	21,800	2,000
Wheatland	3,600	400	3,200
TOTAL	127,000	80,500	46,500

Many ASPs contain a variety of land uses. A characterization of the primary land use within each ASP allows for a comparison of 46,500 ha of unabsorbed land by generalized land use as summarized in Figure 11.

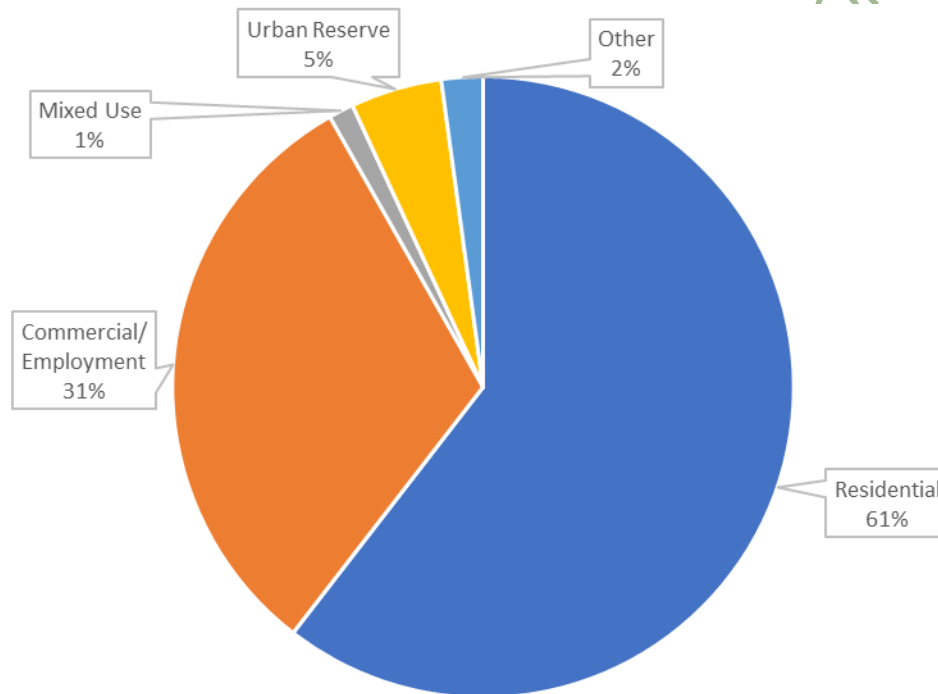


Figure 11: Unabsorbed Planned Land by Generalized Land Use

## 2.4 Future Regional Placetypes

Placetypes are a key element of the regional the regional planning process. They represent simplified development types, generally described by densities, land use mix and connectivity and are used to aid in regional analysis and policy development. The placetypes speak to a generalized land use approach at a regional level and does not replace local land use planning.

These placetypes do not represent every possible land use in the region, and there are many existing land uses that are not represented. Downtown Calgary for example is far more dense and connected than any of the placetypes, but no new areas comparable to downtown Calgary are expected develop within the Growth Plan horizon, and expansion



of downtown will occur through infill in redevelopment. Likewise, farmland is not represented as a placetype as it does not represent a significant requirement for new residential or employment land. Both of these examples are very important to the Region, but are not placetypes in the context of the Growth Plan.

The following describes the placetypes used in the scenario analysis for the Growth Plan.

### **Infill and Redevelopment**

Infill and redevelopment can take on many forms. From a regional perspective, infill is most significant where it takes place on parcels of land that are vacant and within existing built-up areas, or that are occupied by structures or uses that are planned for replacement by more intense development. Densities are variable and reflect the character of the surrounding community. They may be commercial, mixed, or primarily residential as the context requires.



### **Mixed Use Centre / Transit-Oriented Development**

A mixed-use centre development has many day-to-day services within walking distance of home. These areas have a variety of housing types, employment types, and commercial / retail land uses mixed within them. When supported by existing or planned transit, this placetype is called Transit Oriented Development. It will provide frequent safe and direct pedestrian and bike access between uses. Higher density office development is encouraged along with regional, community or neighbourhood commercial centres in this pedestrian friendly area.



### **Masterplan Community**

A masterplan community is characterized by its comprehensive and integrated approach to land use. It typically includes a mix of housing types and land uses, including retail, commercial, civic, and recreational amenities located within walking distance of residences. This placetype includes community or neighbourhood commercial centres. It requires safe and direct pedestrian and bike access between uses. These communities should be designed to evolve over time to higher densities and a greater mixture of uses.



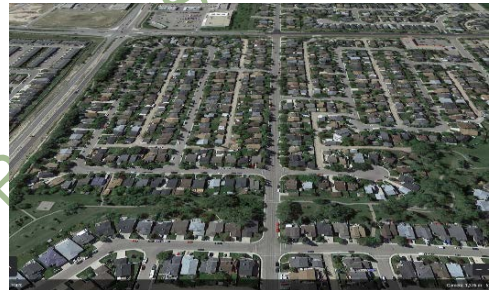
### **Employment Area**

An employment Area is characterized by a variety of industrial and commercial land uses that may include office complexes, research parks, warehousing, light-medium industry and manufacturing. The area may also include supporting uses for workers, such as food and business retail but does not include regional commercial centres. Where possible, they should be used as workplace destinations easily accessible by surrounding residential development and transit.



### **Residential Community**

This placetype is predominantly residential and mostly in suburban locations. Single detached homes are the dominant housing type with other housing types possibly included. This placetype is generally auto oriented as the development pattern may have limited amenities and destinations that can be conveniently accessed via walking or biking.



### **Rural / Country Residential**

Residential development in rural areas is characterized by larger lot sizes, lower density, and single-detached housing. This placetype can include Country Cluster patterns that configure housing development in a focused area and preserves remaining land for open space.



Figure 12 summarizes the characteristics that are typical of each placetype.



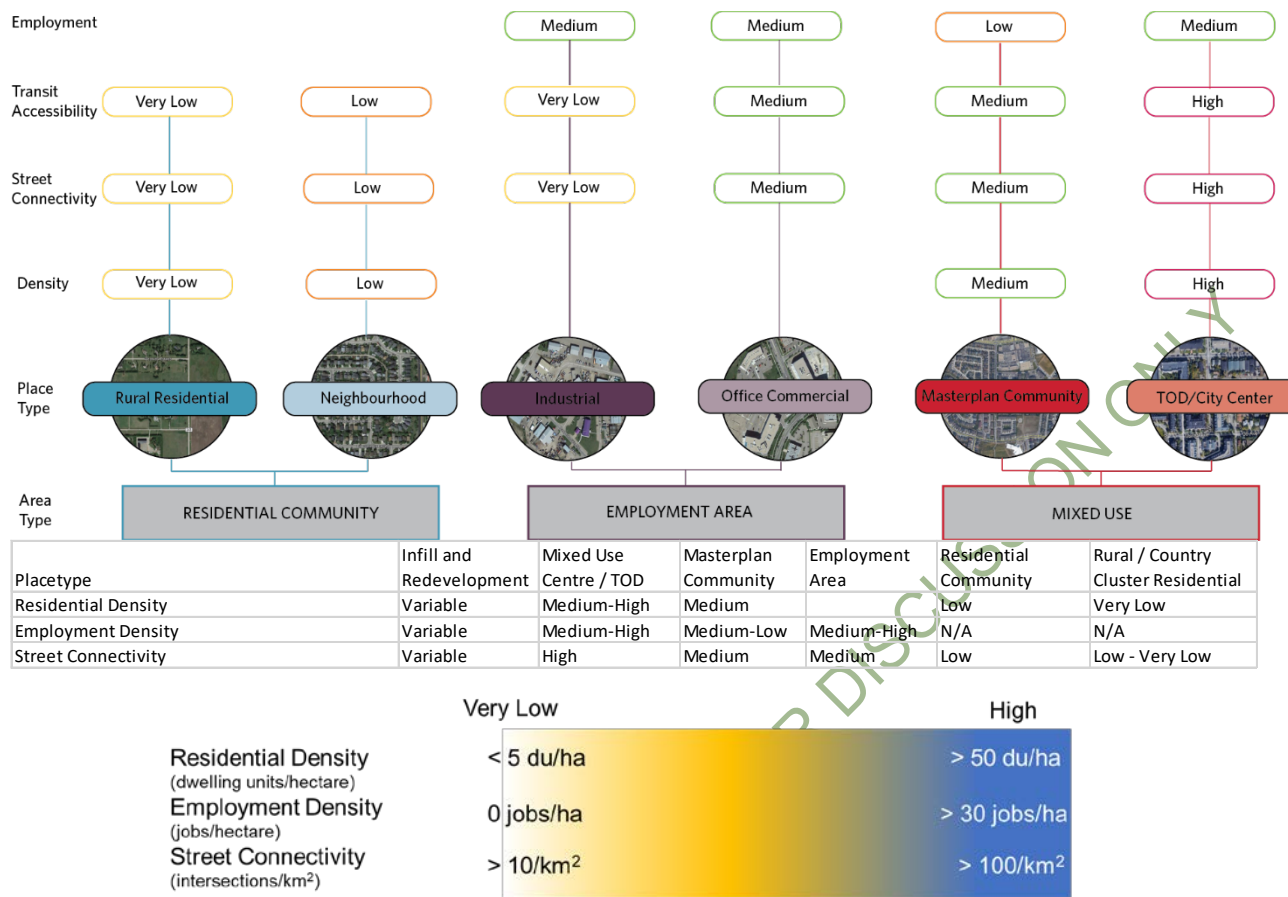


Figure 12. Calgary Metropolitan Region Place Types

## 2.5 Scenarios for Growth

The scenario development approach is rooted in the information gathering and visioning tasks completed in the beginning stages of the Growth Plan process. Building on best practices, team discussions, and initial visioning and mapping exercises with CMRB member staff and elected officials, a baseline scenario and two alternative regional scenarios were developed.

The scenarios illustrate the effects of a range of land use patterns and infrastructure investments, as well the key consequences of trend-based growth. Scenario comparative analysis included land consumption, impacts on the transportation system and air quality, levels of environmental restoration, housing supply and diversity, major infrastructure cost, water, and key ecological factors.

A baseline or 'Business as Usual' (BAU) scenario was developed as a projection of past development trends of the region. The BAU scenario represents a regional future as projected using recent development trends. After confirming the BAU assumption and inputs, two alternative scenarios were developed.

The second scenario was a regional growth approach based on new development locating in existing centers and hubs and includes infill and redevelopment opportunities.

This is the Compact Scenario; this approach prioritizes new development within (infill and redevelopment) or in close proximity to existing developed areas.

The third regional growth approach was based on new development occurring at transit centers and along transit corridors. The transit-oriented development (TOD) a scenario prioritizes new development along existing and possible future high-order transit (such as bus rapid transit and light rail) stations and corridors.

The scenario planning tool analysis compares various costs, savings, and impacts in land use, infrastructure, and environmental project goals. The scenarios vary in location of development, land use mix, average density, infill and redevelopment proportions, and higher order transit investment.

The three regional scenarios accommodate the same increase in population and jobs. The scenarios vary in location of development, land use mix, average density, infill and redevelopment proportions, and higher order transit investment.

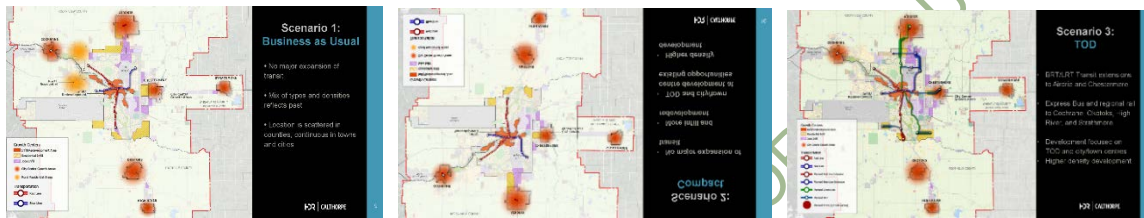


Figure 13. Preliminary Scenario Alternatives (BAU, Compact, TOD)

## 2.5.1 Scenario Analysis and Comparison

Through public, stakeholder and CMRB member municipality engagement activities, the three land-use and growth scenarios, based on the six placetype patterns were analyzed and reviewed. Feedback was received and used to create a preferred or “synthesis proposed policies.

### 2.5.1.1 Placetype Performance

All placetypes have different outcomes in critical environmental, economic and social factors. For example, Mixed Use and Masterplan placetypes perform better on key household indicators, including less land consumption, fewer vehicle kilometres traveled and less water and energy use. Table 4 highlights these outcomes for the Mixed Use and Masterplan placetypes in comparison to the base case placetype, Residential Community.

**Table 4: Reduction Compared to the Residential Community Placetype**

	Placetype	
	Mixed Use Centre / TOD	Masterplan Community
	% reduction compared to the Residential Community Placetype	
Land Consumption per household	71%	44%
Vehicle km traveled per household	30%	13%
Road and Infrastructure Cost per household	64%	31%
Water Consumption per household	49%	29%
Energy Cost per household	24%	12%
Total Carbon per household	48%	39%

2.5.1.2 Regional Scenario Performance

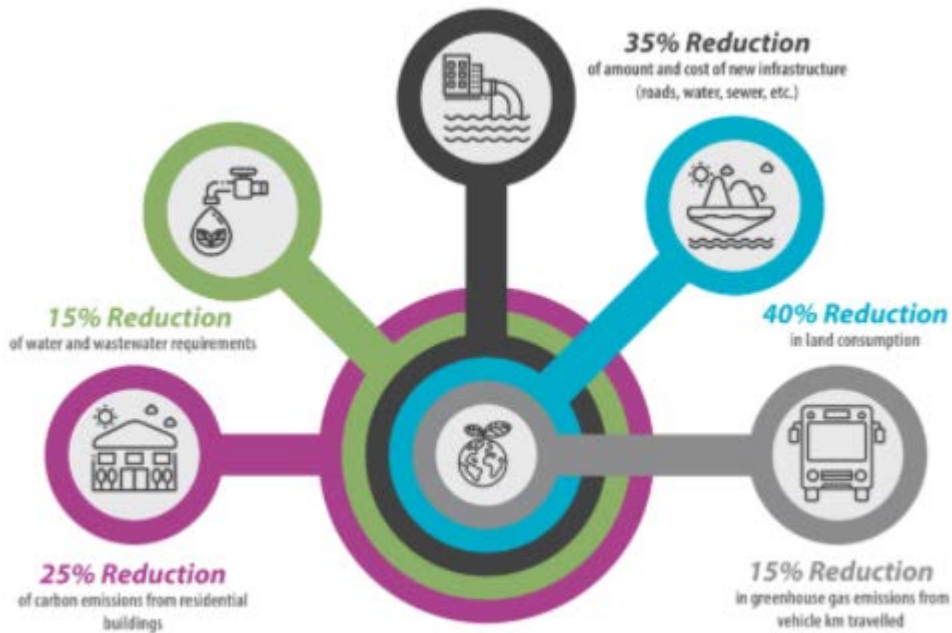
The scenario analysis illustrates the value of placetype land use planning that focuses on Mixed Use Centre / TOD and Masterplan placetypes mentioned above, as well as the Infill/Redevelopment and Employment Centre placetypes.

By changing the amount and location of different placetypes within the scenarios, the subsequent impacts to the key environmental, economic and social factors (at the household level) could be examined. The three scenarios revealed considerably better outcomes for important environmental, economic, and social factors for the Compact and TOD scenarios compared to BAU. Drawing on input from member municipalities, a fourth scenario, the Synthesis Scenario, was created to adjust and fine tune the approach.

These key metrics are outlined in Table 5.

**Table 5: Reduction Compared to the Business As Usual Scenario**

	Placetype		
	Compact	TOD	Synthesis
	% Reduction Compared to the Business as Usual Scenario		
Land Consumption per household	40%	38%	37%
Vehicle km traveled per household	16%	14%	14%
Road and Infrastructure Cost per household	40%	38%	37%
Water Consumption per household	31%	47%	41%
Energy Cost per household	27%	24%	12%
Total Carbon per household	22%	21%	21%



UPDATE TO ALIGN WITH THE SYNTHESIS SCENARIO

## 2.6 Growth Plan Goals, Direction and Priorities

The CMRB has defined goals organized around six themes to provide vision and direction for the CMRB, and ultimately help track and measure progress. These goals for the CMRB provide overall direction for the Growth Plan. **TO BE UPDATED ONCE ALL POLICY WORK IS FINALIZED – CONSIDER PRESENTING AS A GRAPHIC**

### 2.6.1 Growth Management and the Efficient Use of Land

- The CMR has grown in a balanced way reflecting a variety of land uses, capitalizing on growth opportunities.

- The CMR has grown in a fiscally sustainable way, which integrates regional servicing.

## 2.6.2 Economic Wellbeing

- The CMR is a globally recognized economy, attracting the best and brightest in a variety of economic sectors to support regional prosperity and a high quality of life.
- The CMR has a strong and unified approach to regional economic growth, maximizing the return we will realize from investments in development.

## 2.6.3 Environmentally Responsible Land Use

- The CMR recognizes the important role of natural systems in the Region and planned growth accordingly.
- The CMR is a leader in sustainable regional planning which minimizes the impacts of development on our land, water and air.

## 2.6.4 Shared Services Optimization

- Residents of the CMR experience borderless delivery of essential services based on a fair cost-benefit model.
- The CMR delivers services in a more efficient and sustainable way through shared services optimization.

## 2.6.5 Celebrating Rural/Urban Differences

- The CMR has grown in a way which celebrates the individual character of our municipalities while working together to build a stronger region.
- The CMR has worked together to make our developments perform better financially, environmentally and socially.

## 2.6.6 Water Stewardship

- The CMR has a water strategy which promotes healthy people, healthy ecosystems and is resilient in times of drought and flood.
- The CMR has a coordinated approach to water, wastewater and stormwater which provides safe and healthy water for our growing region.

## 3 Regional Policies

### 3.1 Growth Management and Efficient Use of Land

Growth management strategies can promote the efficient use of land by increasing the mix and density of growth areas and by directing a significant portion of growth to areas where services can be provided efficiently. They seek to promote the development of compact, walkable communities around existing city and town centres in urban areas, along transit corridors, in established rural hamlets, and in well-planned and serviced greenfield development.

As municipalities continue to grow, urban and rural development areas are converging and boundaries between municipalities have become blurred. As the region adds another million people, greater cooperation among all of the municipalities that make up the CMR will be needed to create a resilient and globally competitive region. If successful, a coordinated effort will minimize the impact of growth on social, economic, natural and fiscal components of the Region.

The CMR will, through these policies, enjoy mutual benefits and shared efficiencies that are beyond the reach of local planning. In the core areas of urban municipalities, infill and redevelopment should reinforce the role of core areas as economic, cultural and social centres of their respective towns and cities. In the urban-rural interface, plans should strive for fully serviced urban neighbourhoods and employment areas where people will be able to walk to everyday needs or to transit for longer-distance trips. In rural areas, plans should seek to conserve agricultural land and resources by clustering growth around community infrastructure, facilities and services. This approach will result in positive environmental, economic and social impacts, reducing the impacts of climate change with sustainable growth and development. Section 2.5.1 outlined the multiple benefits such a direction can produce.

CMR Goals	Growth Plan Objectives
<p>The Calgary Metropolitan Region grows in a balanced way that reflects a variety of land uses and capitalizes on growth opportunities.</p>	<ul style="list-style-type: none"> <li>a) Create opportunities for each municipality to grow and develop in a way that contributes to balanced regional growth.</li> <li>b) Promote a range of housing and neighbourhood types within each municipality.</li> <li>c) Strengthen the importance and livability of existing urban and rural centres.</li> <li>d) Provide adequate land area for a variety of employment opportunities in appropriate areas.</li> </ul>

CMR Goals	Growth Plan Objectives
The Calgary Metropolitan Region grows in way that reduces the amount of land and resources consumed from development.	<ul style="list-style-type: none"> <li>a) Focus future urban growth in suitable locations where land use, infrastructure and servicing are aligned.</li> <li>b) Promote compact and walkable communities.</li> <li>c) Reduce the amount of land consumed by achieving higher densities and more efficient and mixed-use development patterns.</li> <li>d) Limit or discourage new auto-oriented residential communities that are dominated by single-detached housing with limited amenities.</li> <li>e) Encourage country residential development in a clustered form of development</li> </ul>
The Calgary Metropolitan Region grows in a fiscally sustainable way, including the integration of regional servicing.	<ul style="list-style-type: none"> <li>a) Reduce the cost of infrastructure to support growth compared to past practices.</li> <li>b) Focus regional service delivery in areas that take advantage of existing services, collaboration and plans.</li> </ul>

The following policies are built around three fundamental strategies that support the CMR goals and objectives listed above:

1. Compact mixed-use place types along with aggressive infill and redevelopment can improve environmental, social and economic outcomes.
2. Directing urban development to key growth areas called Joint Planning Areas will improve multi-jurisdictional cooperation, efficient supply of services, and equitable distribution of shared obligations.
3. Traditional rural areas can be reinforced with clustered development, agricultural preservation, appropriate commercial areas, and hamlets.

### 3.1.1 DEFINITIONS

3.1.1.1 Placetypes: A placetype is a generalized development typology that describes at a regional scale the land uses, development density, destinations and connectivity within an area. Placetypes are central to the polices as they define in a general way the six types of development typical in the region. Two placetypes are mixed-use areas that combine housing with commercial and civic uses into a walkable and bikeable community. These two, along with Infill and redevelopment type, constitute ‘Preferred Placetypes’. The three other placetypes are the more typical single-use development forms of Residential Neighborhoods, Rural and Cluster Residential, and Employment Area. The following defines each placetype:

Preferred Placetypes:



- (a) **Infill and Redevelopment:** Development which takes place on parcels of land that are vacant and within existing built-up areas, or that are occupied by structures or uses that are planned for replacement by more intense development. Such development may vary in density and use according to the character of the surrounding community. They may be commercial, mixed, or primarily residential as the context requires.
- (b) **Mixed-Use Centre/TOD:** A greenfield development characterized by mixed use development with many day-to-day services within walking distance of residential. These areas have a variety of housing types, employment types, and commercial / retail land uses mixed within them. When supported by existing or planned transit, this placetype is called Transit Oriented Development. It will provide frequent safe and direct pedestrian and bike access between uses. Higher density office development is encouraged along with regional, community or neighbourhood commercial centres in this pedestrian friendly area. The minimum average residential density shall be as follows:
- Calgary: 20 du/ac
  - Other Urban Municipalities and Joint Planning Areas: 15 du/ac
  - Hamlet Growth Areas: 12 du/ac
- (c) **Masterplan Community** - A greenfield development characterized by its comprehensive and integrated approach to land use. It will typically include a mix of housing types and land uses, including retail, commercial, civic, and recreational amenities located within walking distance of residences. This placetype includes community or neighbourhood commercial centres. It requires safe and direct pedestrian and bike access between uses. Medium density employment is encouraged along with community or neighbourhood commercial centres in this pedestrian friendly area. These communities should be designed to evolve over time to higher densities and a greater mixture of uses. The minimum average residential density shall be as follows:
- Calgary: 10 du/ac,
  - Other Urban Municipalities and Joint Planning Areas: 8 du/ac
  - Hamlet Growth Areas: 6 du/ac

Other Placetypes:

- (d) **Employment Area:** An Employment Area is characterized by a variety of industrial and commercial land uses that may include office complexes, research parks, warehousing, and manufacturing. The area may also include supporting uses for workers, such as food and business retail but does not include regional commercial centres. Where possible, they should

be used as workplace destinations easily accessible by surrounding residential development and transit.

- (e) **Residential Community:** A greenfield development that is predominantly residential and mostly in suburban locations. Single detached homes are the dominant housing type with other housing types possibly included. This placetype is generally auto oriented as the development pattern may have limited amenities and destinations that can be conveniently accessed via walking or biking. This placetype has a minimum residential density of 5 du/ac.
- (f) **Rural/Country Cluster:** Rural areas characterized by larger lot sizes, lower density, and single-detached housing. This placetype can include Country Cluster *patterns* that configure housing development in a focused area and preserves remaining land for open space. The maximum density is .5 du/ac overall which can be clustered onto areas with a minimum average residential density of 3 gross du/ac.

3.1.1.2 **Density:** Gross Residential Density as defined in **Appendix A**.

3.1.1.3 **Greenfield Development:** An area for future growth located outside of the built-up urban area or previously approved planned areas.

3.1.1.4 **Hamlet:** A Provincially designated unincorporated community that consists of 5 or more dwellings, has a generally accepted boundary and name, and contains land that is used for non-residential purposes.

3.1.1.5 **Hamlet Growth Area:** A new settlement area or an existing hamlet that is designated as a priority for growth and, in addition to residential land uses, will include supporting commercial and industrial land uses, often in the form of a main street or central commercial area.

3.1.1.6 **Joint Planning Area (JPA):** Areas where significant intermunicipal servicing and related growth pressures either currently exist or are anticipated in the near future. To ensure efficient use of servicing and land a higher level of cooperation is required to guide future development in these Joint Planning Areas. These three areas are described in **Appendix A** and on the Growth Structure Map. These Joint Planning Areas (JPA) have the following common features:

- Existing or planned intermunicipal utility servicing
- Need for shared service agreements
- Primary transportation networks planned or in place
- Significant growth pressure
- Approved Areas Structure Plans and land uses in place
- Non-residential growth potential

3.1.1.7 **Preferred Placetypes:** Three residential placetypes are classified as Preferred Placetypes for the purpose of focusing new residential growth into development forms which will better

support the CMR Goals and Growth Plan Objectives; these three include Infill and Redevelopment, Mixed Use Centre/TOD, and Masterplan Community.

- 3.1.1.8 **Rural Municipality:** Member municipalities of the CMRB incorporated as a County, including Rocky View County, Foothills County and Wheatland County.
- 3.1.1.9 **Transit Ready Corridor:** An area within 800 metres of an existing or planned transit corridor that includes dedicated transit lanes or right-of-way, where the built environment is intended to be organized around transit and walking trips.
- 3.1.1.10 **Transit Oriented Development:** Development located within 400 metres of existing or planned transit corridor that includes dedicated transit lanes or right-of-way, planned and developed as a mixed use, pedestrian-friendly community. Where possible, major employment and regional or district level retail can be integrated with housing.
- 3.1.1.11 **Urban Municipality:** Member municipalities of the CMRB incorporated as a Town or City.

### 3.1.2 PLACETYPE TARGETS FOR POPULATION GROWTH

A key element of this Growth Management Policy is to guide the CMR toward the use of Preferred Placetypes in appropriate areas to achieve better outcomes in land consumption, infrastructure efficiency, service coordination, economic health and environmental stewardship. Each municipality has a responsibility to assist the Region in moving towards the many benefits of the Preferred Placetypes, including a reduction in land consumption across the Region, more cost-effective and efficient infrastructure and servicing.

3.1.2.1 Municipalities should achieve the minimum proportions of dwelling units in Preferred Placetypes identified for new planned residential development as follows. The three Preferred Placetypes can be mixed and located as appropriate within each municipality. These proportions are intended to be calculated across the municipality during the reporting period as individual developments may vary significantly in their proportion of the Preferred Placetypes.

- City of Calgary: 90%
- Other Urban Municipalities and Joint Planning Areas outside the City of Calgary: 75%
- Hamlet Growth Areas: 60%

### 3.1.3 LOCATIONAL CRITERIA FOR PLACETYPES

Each placetype has appropriate and important locational criteria. The Preferred Placetypes and Employment Area locations, because of their densities and potential for transit, logically fall within urban jurisdictions and in focused growth areas with adequate infrastructure, circulation, and services. The Rural/County Cluster placetype is designed to preserve and enhance the rural character and economy of the county lands surrounding the cities towns and JPAs.

3.1.3.1 Municipalities shall comply with the following locational criteria when designating areas for placetypes:

- (a) Preferred Placetypes shall only be located in Urban Municipalities, Hamlet Growth Areas, or Joint Planning Areas.
- (b) New Employment Areas shall only be located in Urban Municipalities, Hamlet Growth Areas, or Joint Planning Areas, with the exception of resource extraction and agriculture-related business including processors, producers and other agri-business, which have no location criteria.
- (c) The Rural/Country Cluster Placetype shall not be located in Urban Municipalities, or Joint Planning Areas.

### 3.1.4 RURAL AREA DEVELOPMENT

The rural counties surrounding the region's cities and towns play an important role in supporting an agricultural economy, rural character and identity. In addition, key environmental resources, water, and flood issues must be accommodated and protected. There is a diverse set of opportunities for rural areas to grow in productive ways that complement key regional needs.

3.1.4.1 Rural municipalities will be supported with the following growth location opportunities:

- (a) Growth within a Joint Planning Area preferred placetypes and Employment Areas.
- (b) Growth planned for development under approved ASPs;
- (c) Growth within identified Hamlet Growth Areas, if the proposed growth aligns with the three Preferred Placetypes, Employment Areas, and associated minimum densities; and
- (d) Growth in all rural areas that complies with the Rural/Country Cluster placetype.

3.1.4.2 The Rural / Country Cluster Placetype is encouraged to be developed in clustered country residential development to a maximum of 80 dwelling units in locations where infrastructure and services are appropriate.

3.1.4.3 Statutory plans shall identify the impacts, including fragmentation of farmland, of greenfield development on land used for agricultural purposes. Strategies to mitigate the identified impacts should also be included.

### 3.1.5 HAMLET GROWTH AREAS

Hamlet Growth Areas provide an important opportunity for rural areas to develop independent focal areas with lower density mixed-use developments and employment areas. They play an essential role in providing services and amenities for rural areas not easily reached by urban municipalities. HGAs are intended to accommodate growth opportunities in rural municipalities that are not contiguous to urban municipalities and serve a broad geographic area. They are meant to enhance the rural character of the Region by adding strategically located nodes.

3.1.5.1 Future growth in Hamlet Growth Areas shall comply with the following:

- (a) consist of the proportion of the preferred placetypes specified in Section 2.1, and the employment area placetype; and
- (b) identify a main street or node where commercial and mixed-use development should be focused.

3.1.5.2 Municipal Development Plan updates shall identify geographic boundaries for all Hamlet Growth Areas identified in the Growth Plan.

3.1.5.3 The Board may designate new Hamlet Growth Areas. When evaluating the merits of creating a new Hamlet Growth Area (HGA) the Board must consider how the proposed HGA meets the following criteria:

- (a) is not contiguous to an existing urban municipality, with a recommended minimum distance from an urbanized area of 2 km;
- (b) has potential for urban-style development of the preferred placetypes and employment areas;
- (c) has existing or planned services of water, wastewater and/or stormwater servicing with a preference for the potential for full municipal servicing;
- (d) has access to existing major transportation networks;
- (e) has potential for public transit service;
- (f) has a land area of 640 acres or less;
- (g) has an existing main street or potential for a main street where commercial and mixed-use developments can be focused; and
- (h) may have an existing urban or hamlet development pattern.

### 3.1.6 JOINT PLANNING AREAS

Collaboration is important throughout the CMR and a fundamental part of a successful region. JPAs provide opportunities for neighbouring municipalities to collaborate in areas where growth impacts multiple municipalities and where a high level of municipally provided services will be necessary to support the full potential of the area. Existing Area Structure Plans and approved land uses introduce planning challenges, and they also highlight the need for collaboration around regionally significant considerations. Presently these areas do not have a single plan that aligns both servicing and land use and these areas will benefit from a coordinated servicing and land use approach for the entire area. A single Context Study that addresses this coordination should inform Regional Evaluation Framework assessments, as neighbouring municipalities will have already agreed to the major issues affecting the Joint Planning Area.

3.1.6.1 Policies pertaining to Joint Planning Areas shall apply to the Joint Planning Areas shown in Appendix B and on the Growth Structure Map.

3.1.6.2 The Board may adopt additional Joint Planning Areas, repeal them, or modify their boundaries. The area encompassed by any new Joint Planning Area shall be added to the Growth Structure Map. Municipal Development Plans must reflect such amendments upon their next Periodic Review.

3.1.6.3 When evaluating the merits of creating a new Joint Planning Area, the Board must consider how the proposed JPA meets the following locational and intermunicipal criteria. A JPA should be an area that:

- (a) is contiguous to existing urban areas;
- (b) has an existing major transportation corridor(s);
- (c) may have potential or is an existing transit corridor;
- (d) has potential for urban-style development of the preferred placetypes and employment areas at a scale that is regionally significant (e.g. >5,000 acres and/or >2,000 dwelling units);
- (e) the majority of land is removed from major environmental constraints (e.g. ESAs, flood prone areas, steep slopes);
- (f) has existing or planned intermunicipal services of water, wastewater and/or stormwater servicing with a preference for the potential for full municipal servicing;
- (g) requires shared amenities and services; and
- (h) involves other regionally significant land use and servicing matters would benefit from inter-municipal coordination (e.g. airports, recreation, environmental).

3.1.6.4 The municipalities which are party to the Joint Planning Area shall prepare a background report, called a Context Study, for the Joint Planning Area, which will inform the Growth and Servicing Plans, as well as Municipal Development Plans.

3.1.6.5 Within one year, the participating municipalities shall adopt Terms of Reference to govern the development of the Context Plan which includes a process for dispute resolution and a timeframe for completion.

3.1.6.6 A Context Study should include at a minimum, the following:

- (a) a servicing strategy for water, sewer, and stormwater;
- (b) a transportation and mobility plan identifying the designation of key future transportation corridors, including major roads with regional connections, regional transit corridors and transit-ready corridors for Transit-Oriented Development, and pathways and active transportation networks;
- (c) strategies to address intermunicipally specific environmental issues;
- (d) strategies to equitably share costs and benefit associated with the development of the Joint Planning Area and its services such as fire, police, recreation, and utilities;
- (e) a general land use plan that aligns the servicing strategy with future development areas and that generally identifies the location of placetypes as defined and regulated in the Regional Growth Plan;



- (f) a land use statistics table based on the land use plan identifying the amount of land and required densities allocated to various placetypes as defined in the Regional Growth Plan; and
- (g) sequencing of developments, including strategies to ensure that development occurs in an orderly manner, maximizing the efficiency of servicing.

3.1.6.7 A Context Study may propose amendments to the boundaries of a Joint Planning Area to the Board, which would be updated in the next Periodic Review of the Regional Growth Plan.

### 3.1.7 APPROVED STATUTORY PLANS

There is a large number of existing statutory plans throughout the Region that predate the Growth Plan. In some cases, these statutory plans have been grandfathered under the CMRB Regulation, while others have been approved under the Interim Growth Plan. There are several undeveloped or partially developed Area Structure Plans that may or may not be aligned with the Growth Plan, but have entitlements to develop over time as approved. Updates to Area Structure Plans and other statutory plans should bring the plans into conformance with the goals and policies of the CMRB.

- 3.1.7.1 Statutory Plans adopted prior to this Growth Plan coming into force are not subject to the policies of the Growth Plan, but each municipality is encouraged to revise existing plans to be in alignment with the Growth Plan.
- 3.1.7.2 Substantive amendments to existing Statutory Plans shall be subject to the Growth Plan policies.
- 3.1.7.3 Statutory plans in Joint Planning Areas may continue to be adopted prior to completion of Context Studies, subject to the policies of the Growth Plan.

### 3.1.8 MUNICIPAL DEVELOPMENT PLAN UPDATES

- 3.1.8.1 Within three years of adoption of the Regional Growth Plan, all member municipalities shall update their Municipal Development Plan to:
  - (a) create an alignment table between the regional placetypes defined in the Regional Growth Plan and land uses or typologies in the Municipal Development Plan;
  - (b) develop an Overlay map showing the locations of Preferred Placetypes within the municipality; or
  - (c) undertake other revisions which incorporate the findings and agreements arrived at in the Context Study process.

### 3.1.9 PERIODIC REVIEWS AND REPORTING

- 3.1.9.1 Every two years, each municipality shall provide a report indicating the proportion of dwelling units approved in Statutory Plans for the previous biennial reporting period by placetype.

3.1.9.2 A update of the Regional Growth Plan shall be undertaken within five years of the adoption of the Regional Growth Plan and every five years thereafter to:

- (a) review and adjust the population and employment forecast, and extension of the forecast by five years;
- (b) review of the proportions of new residential growth approved since the last periodic review, by municipality and placetype;
- (c) adjust the population and employment projections as needed to achieve the Goals, Objectives and Policies of the Regional Growth Plan; and
- (d) incorporate the findings and direction of Joint Planning Area Context Studies as appropriate.

### 3.1.10 EXCEPTIONS TO THE POLICY

3.1.10.1 Notwithstanding the policies in the Growth Plan, the Board, at its discretion, may approve a statutory plan that does not comply with the policies of the Growth Plan if:

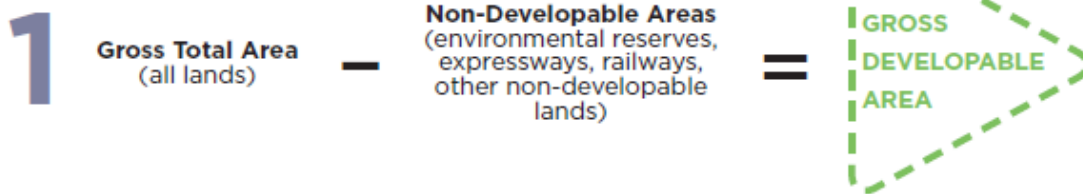
- (a) the member municipality proposing the statutory plan has demonstrated an economic need and regional benefit that has not been addressed in the Growth Plan and that will be addressed by the proposed statutory plan (e.g. critical housing or employment area);
- (b) the Goals, Objectives and Policies of this plan are not significantly compromised by approval of this exception to the Growth Plan; and
- (c) there is not a pattern or practice of multiple requests for the Board to vary the Growth Plan from the member municipality requesting the Statutory Plan that results in significant cumulative impacts to the implementation of the regional Growth Plan.

Appendix A to Section 3.2.

## Regional Density Methodology

Calculating Density in the Calgary Region

### Step 1: Calculate the gross developable area



### Step 2: Calculate the gross residential area



### Step 3: Calculate the gross residential density



### What do you 'keep'/what's included in the gross residential area?

- Single unit residential
- Multi unit residential
- Local commercial
- Local parks & open space (municipal reserve)
- Elementary & junior high schools
- Local roads including majors & lanes
- Church sites
- Daycare centres
- Community centres
- Small indoor recreation centres
- Small site fire and police stations
- Private lakes, wet/dry ponds
- Public utility lots (PULs)
- Other local uses

P1

## Appendix B to Section 3.1

### Joint Planning Areas

While collaboration is important throughout the Region, three areas have been identified where a higher level of cooperation can capitalize on future opportunities. These *Joint Planning Areas (JPA)* each have unique characteristics, opportunities and collaboration requirements. However, each of these JPAs already have approved Area Structure Plans in place for portions of their land area. While this reality introduces challenges, it also highlights the need for collaboration among the directly affected municipalities and for sharing the benefits and costs of maximizing the regional value of these areas. JPAs provide opportunities for neighbouring municipalities to initiate or continue collaboration in areas that impact multiple municipalities and can benefit from a coordinated plan for the entire area. A key goal for the JPAs is to align servicing strategies with land use planning that will create opportunities for urban standard development.

#### *Joint Planning Area 1 – Airdrie/Rocky View/Calgary*

This JPA connects the Region's second largest city to Calgary. With only few kilometres between the boundaries of the two cities, there has been pressure for suburban-style development in this subregion in recent years. Airdrie's population is projected to double to over 130,000 within the horizon of this plan. The commuting demand between Airdrie and Calgary will likely strain highway and transit services. Some of this commuting demand can be moderated with employment in Airdrie, and possibly in adjacent parts of Rocky View County. A future high-capacity transit connection is envisioned between Airdrie and Calgary that also will serve the intermediate area in Rocky View County. A more detailed transit assessment will be required to determine the most appropriate transit mode, alignment and timing. Although high-capacity transit may be many years away, planning today for land use that is supportive of transit will ultimately enhance its effectiveness, and reduce its operating costs.

Industrial and commercial development are major existing and proposed land uses in this planning area with strong reliance on the provincial highway system. The focus of this JPA is coordination of long-term transit and land use planning to maintain viability for future transit service by protecting one or more corridors and encouraging transit-supportive land use. In addition to transit corridor planning, coordinated land use, transportation, utility and servicing planning throughout the identified area has the potential to align and balance individual identity and development consistency requirements in this area where future municipal boundaries are expected to be visible only on a map.

INSERT UPDATED JPA1 BOUNDARY

### *Joint Planning Area 2 – Chestermere/Rocky View/Calgary*

There are two primary issues requiring coordination in this JPA. Like JPA1, there will be need to support increased commuting demand between Chestermere and Calgary as growth continues. Calgary and Chestermere have planned and aligned land use for future extension of the 17 Avenue SE bus rapid transit corridor eastward along 17 Avenue and Chestermere Boulevard. Chestermere and Calgary recently adopted an Intermunicipal Development Plan that addressed the interface between the two municipalities, including policy that identifies land use consistent with transit oriented development in this corridor. The two municipalities are currently exploring the introduction of intermunicipal transit service.

A high-capacity transit corridor would have indirect benefits to Rocky View County, as connecting routes to Conrich and Janet could be the framework for a future transit network serving these important employment areas.

Industrial and commercial development can benefit from coordinated planning in this area. The majority of the area has good access to the provincial highway system, and in some areas, the rail network, but the scale of currently planned employment growth in Janet, Conrich, Chestermere and Shepard has the potential to impact the road networks in all three municipalities. A coordinated approach is needed, one that includes a logical sequencing plan and a strategy to share costs and benefits. This approach can reduce or delay the need for significant highway, roadway and other servicing investments.

Planning in this JPA should reinforce the 17 Avenue SE/Chestermere Boulevard transit corridor, including how this corridor can ultimately be the backbone for local service for the full JPA, and support regional transit for Strathmore and Wheatland County. JPA planning should identify an employment sequencing plan that focuses on reducing and delaying major servicing investments and consider sharing the revenue benefits associated the “first-in” developments.

INSERT UPDATED JPA2 BOUNDARY

### *Joint Planning Area 3 – Calgary/Foothills/Okotoks*

Foothills and Okotoks have recently established a Memorandum of Understanding to develop a new water line from the Bow River to serve multiple areas in Okotoks and Foothills, including some of the JPA3 area. The MOU for the new water line includes proposed water service areas. These services areas will attract significant development interest to this area between Calgary Okotoks and High River. The area benefits from strong transportation connections (Hwy 2 and 2A), transit opportunities, and natural amenities along around the Bow River. A joint planning area will assist to align land use planning, servicing and transit while moving the region to the preferred placetypes.

INSERT UPDATED JPA3 BOUNDARY

Appendix C to Section 3.1

Context Studies (to be completed)

## 3.2 Economic Wellbeing

Significant growth in the CMR economy in recent decades has been largely led by the energy sector. The City of Calgary is the Canadian headquarters of many oil and gas companies, with two-thirds of Calgary’s 118 head offices focused in the energy and oilfield services sector. The sector offers employment throughout the CMR, yet its dominance has caused instability with periods of high and low growth, often referred to as boom and bust periods. Despite stability from a strong agricultural sector and growing tech and logistics sectors, the Region has struggled with downsizing and layoffs during the most recent downturn that began in 2013.

In spite of past reliance on energy and the associated ups and downs of the market, Calgary’s economy is diversifying. Over the next three years it is anticipated there will be an increase in employment across all sectors. According to the Regional Employment Forecast, it is anticipated there will be over 500,000 additional jobs under a status-quo scenario to support the next million regional population. Further, it is estimated the largest jobs growth will be in healthcare and social assistance; professional, scientific and technical services; construction; retail trade; and transportation and warehousing. According to Calgary Economic Development, agri-business is also among the key sectors for growth in Calgary and the region. Together, these industries are expected to make up approximately 50% of total job growth.

The CMR can work together to form a clear vision of an equitable, diversified and resilient regional economy that blends together the economies of both urban and rural municipalities.

The Economic Wellbeing policies encourage regional collaboration that will promote economic resilience and risk management, cost effectiveness and enhance quality of life. Key to achieving cost effectiveness is focusing development in compact forms that will increase regional transportation coordination, create servicing efficiencies and provide suitable land for emerging sectors.

The Region must work towards a more resilient and diverse Regional economy that provides opportunities for both rural and urban development and related employment opportunities that develop, retain and attract talent from around the world.

CMR Goals	Growth Plan Objectives
<p>The Calgary Metropolitan Region is a globally recognized economy, attracting the best and brightest in a variety of economic sectors to support regional prosperity and a high quality of life.</p>	<ul style="list-style-type: none"> <li>• Diversify the economy in the Calgary Metropolitan Region, supported by creating more resilient, efficient, and livable communities.</li> <li>• Enable transit, walking and cycling to work, contributing to attracting and retaining workforce.</li> <li>• Provide an effective transportation network, assuring efficient transportation of goods to market.</li> <li>• Ensure adequate suitable land for emerging market demand, providing capacity for economic growth.</li> </ul>



CMR Goals	Growth Plan Objectives
<p>The Calgary Metropolitan Region has a strong and unified approach to regional economic growth.</p>	<ul style="list-style-type: none"> <li>• Build on the strengths of all member municipalities to create a plan for economic growth in the region.</li> <li>• Collaborate among municipalities and with industry partners.</li> </ul>

Although economic development planning is not a component of the Growth Plan, there is an important connection between economic wellbeing and land use and servicing that will influence the Region’s economic competitiveness. The connections include:

1. The ability to attract the talent necessary to serve the future economy will in part be dependent on quality of life in the Region.
2. A sufficient supply of employment land with efficient access to markets will help support economic growth in the Region.

A coordinated approach to economic development should align with the Growth Plan policies and potentially inform future updates to the Growth Plan. Industry partners should be involved in developing the coordinated regional approach.

### 3.2.1 Municipal Development Plans

An adequate supply of land that is appropriately serviced and accessible for the type of employment being served is essential to attracting jobs to the region that will support economic diversification and competitiveness. Municipal Development Plans can provide guidance on the availability and suitability of land to support future economic growth, reflecting job forecasts for the municipality.

#### 3.2.1.1 Municipal Development Plans shall:

- (a) Identify the anticipated needs for Employment Lands in the municipality over the next 10 to 15 years.
- (b) Identify how and where the municipality will accommodate future needs for employment lands over the next 10 to 15 years to protect for an adequate supply of land for employment. The following should be considered:

- i. Direct employment growth to existing employment areas through intensification, infilling and redevelopment (e.g. Infill / Redevelopment placetype);
- ii. Focus employment growth in greenfield areas within the Mixed Use Centre, Masterplan and Employment Centre placetypes; and
- iii. Where appropriate, support agriculture-related, resource extraction and other employment that relies on proximity to the rural environment in rural areas.

3.2.1.2 Municipal Development Plans should promote walking, bicycling and transit access to jobs in urban municipalities and Joint Planning Areas by:

- (a) Identifying how employment will be concentrated in areas that can be serviced by transit immediately, or in the future;
- (b) Promoting of the co-location of land uses in industrial areas that support the function and efficiency of industry.

### 3.2.2 Regional Transportation Planning Support for Economic Wellbeing

Access to an employment base and to markets are among many the many factors employers consider when choosing a location. Future regional transportation planning is considered in more detail in policies and actions related to Shared Services Optimization. The policies below are related to how regional transportation planning initiatives can support the economic wellbeing of the Region.

3.2.2.1 Regional transportation plans should:

- (a) Identify strategies to minimize the effects of commuter congestion on important goods movement and trade routes;
- (b) Identify a network of priority routes for regional goods movement, linking key hubs such as intermodal facilities and the Calgary International Airport with an emphasis on reliability.
- (c) Protect the integrity of major goods movement routes should be protected by coordinating adjacent land use planning with the provision of adequate truck accessibility.

### 3.2.3 Agricultural Economy

Agriculture is a complex system, including both rural and urban components, which operate at local, regional, provincial, national and international scales. Agriculture plays an important cultural and economic role in large and small communities across the CMR. Farming is a business, and producers will make decisions that allow them to compete in a globalized marketplace. It is important to achieve a balance between conserving agricultural land and promoting other forms of economic development in a manner that promotes new land uses which are compatible with existing ones. Supporting value-added agriculture and related industries in proximity to producers is important for supporting the agricultural industry.

### 3.2.3.1 Municipal Development Plans shall:

- (a) Identify the role that agriculture plays in the municipality and include policies to support a strong, resilient and diversified agricultural economy;
- (b) Include policies to support growth of agri-business and value-added agriculture and related industries, especially when located in proximity to producers, as appropriate to the local scale and context;
- (c) Identify more opportunities to buy, share and sell locally produced food; and
- (d) Identify opportunities for agri-tourism, as appropriate to the local scale and context.

### 3.2.3.2 As part of a broader approach to regional economic development, the CMRB shall work with regional economic development partners, learning institutions, and other agricultural specialists to:

- (a) Establish areas of focus where the CMRB can use its mandate to support the growth and diversification of the agriculture industry and local agricultural value chains;
- (b) Identify inventories, gaps and priorities for the improvement of infrastructure assets critical to the agricultural sector; and
- (c) Identify areas where agricultural production and processing are important or dominant land uses and coordinate those areas with necessary infrastructure and services.

### 3.2.4 Definitions (not included in other policies):

**Agriculture:** The growing, raising, managing, transporting and/or sale of livestock, crops, foods, horticulture.

**Agricultural Areas:** Areas identified by member municipalities that form significant parts of the agricultural value chain, such as areas of production, processing, agri-business or agri-tourism.

**Agricultural Value Chain:** The people and activities that bring agricultural products to the consumer, through stages such as processing, packaging, and distribution; a partnership between producers, processors and marketers created to improve quality, increase efficiencies or develop and market differentiated agricultural products.

**Agri-tourism:** Tourism that supports commercial agricultural production at a working farm, ranch, or processing facility; tourism that generates supplemental income for an agricultural producer; tourism related to activities that promote or market livestock and agricultural products such as fairs, market gardens and rodeos.

**Agri-business:** Suppliers/businesses who enable agricultural production by providing inputs, machinery, equipment or services; such as fertilizer, pesticides, seeds, machinery and equipment, services (i.e. machinery maintenance or veterinary services), financial services, data management, grain drying, agronomy advice, agricultural research, transportation services, marketing, traders etc.

**Local Food System:** A complex system that offers the ability for more economic activity within the region due to an increased amount of value-added processing, marketing, and distribution, and consumption occurring locally within the CMR rather than outside of the region.

**Processor:** Businesses that process (or transform) primary agricultural products into intermediary or final products for consumption (i.e. seed processors/crushers, milling, slaughterhouses, wool/leather production, milk/cheese production, food manufacturing, fibre production, preservation, packaging etc.)

**Producer:** Primary producers are ranchers and farmers, greenhouse operators, aquaculturalists, beekeepers, and other individuals who create primary agricultural products via biological processes.

### 3.3 Environmentally Responsible Land Use

Natural systems play an important role in the region, and the CMR recognizes, in alignment with the South Saskatchewan Regional Plan (SSRP), that it is important to plan growth in a manner that addresses cumulative effects and protects and enhances the natural environment and ecosystems. Reducing the footprint of new development as described through the approach to Growth Management and Efficient Use of Land is an important component of protecting natural systems.

Environmentally responsible land use means growing in a manner that protects these important natural resources, such as environmentally sensitive areas, and working to maintain diversity of species and ecosystem types in the Region. It also means limiting our impact on climate change and building in a manner that protects the future well-being of the Region from a wide range of hazards (e.g. drought, flood, fire).

The CMR recognizes its responsibility to reduce its impact on the climate, while preparing for the impacts of climate change and other natural and man-made hazards. Steps to create a more sustainable and resilient region will help protect our communities and create a more stable foundation for the region to prosper now and into the future. The Growth Plan seeks to help reduce our impact on the environment; achieving reductions in emissions, land consumption, impervious cover, and water demand.

Additionally, the CMRB understands the importance of coordinating environmental actions and initiatives with all levels of government and First Nations and, where possible will actively collaborate with all jurisdictions.



CMR Goals	Growth Plan Objectives
<p>The Calgary Metropolitan Region recognizes the important role of natural systems in the Region.</p>	<ul style="list-style-type: none"> <li>• Increase awareness and understanding of natural and sensitive areas through ESA mapping.</li> <li>• Protect currently unprotected natural systems of regional significance and preserve the function of regionally significant natural systems.</li> <li>• Acknowledge the importance of natural floodplains through responsible growth.</li> </ul>
<p>The Calgary Metropolitan Region is a leader in sustainable regional planning, which minimizes the impacts of development on our land, water and air.</p>	<ul style="list-style-type: none"> <li>• Plan responsibly in flood prone areas through sensitive development and flood mitigation.</li> <li>• Reduce the Region’s impact on the environment and climate through proper and efficient land use planning, including the use measurable targets to reduce impacts on land, water and air.</li> <li>• Increase the environmental, economic, and social resiliency of our region.</li> </ul>

Polices associated with environmentally responsible land use are closely related to the Growth Plan and Servicing Plan policies for water stewardship, and should be considered together. The polices associated with Environmentally Responsible Land Use reflect he following key policies:

1. Flood policy is highly influenced by Provincial Flood Hazard mapping and the CMRB has a desire for application of a higher standard for Flood Hazard mapping.
2. Assessment of environmentally sensitive areas is complex, and requires consideration at the watershed, regional, local and site level. The Regional approach to environmentally sensitive areas will need to be integrated with other scales of planning.

### 3.3.1 Flood Prone Areas

PRELIMINARY

The Calgary Metropolitan Region has flood prone areas and has historically experienced significant flood events. Many member municipalities have responded to this critical challenge through policy and new regulations, reflecting local context and hydrological conditions.

Municipalities in the Region have committed to building flood resilience to protect lives and property. For example, CMRB members strongly suggest changing the design flood standard to 1:200 years, or a 0.5% flood. The Region’s watersheds are large, interconnected systems. Flood resilience is best approached at multiple scales (watershed, community, property) and from multiple perspectives (upstream/

downstream). Regional responses will require ongoing coordination with watershed-level planning (e.g. SSRP) and at the community and property-level with municipalities and developers.

The Province of Alberta recently released updated draft flood inundation mapping for some areas of the Region. As further mapping is released, actions approved by the Board to advance the development of flood prone policy beyond adoption of the Growth Plan include:

- Request the Government of Alberta take a stronger leadership role in standards and policy for flood prone areas;
- Engage with the Province and member municipalities to understand modifications to the Provincial Floodway Development Regulation; and
- Update the policies of the Growth Plan to reflect the Floodway Development Regulation (if required);

Key Issues and Influences:

- Major recent floods had significant impacts to many communities within the CMR;
- Riverine flooding is the topic of this policy area;
- This policy does not consider the effects of overland flooding and stormwater management;
- Developing regional flood policy for the entire area of the CMR is complex as the Province is currently updating their Flood Hazard Area mapping; and
- The Board has indicated a desire to adopt a higher design standard than the current provincially defined standard.

The CMRB objectives, as approved by the Board, related to Flood Prone Areas are:

- Prioritize public safety;
- Mitigate risk to public, municipalities, businesses, park spaces, living assets and other 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 functions of flood areas; and
- Minimum design standard of 1:200, or 0.5% probability flood.

Over time, through ongoing monitoring of regulatory changes, updates to flood hazard mapping and statutory plan approvals under the Growth Plan, the CMRB may consider developing a more comprehensive approach to Flood Prone Area policy. Potential new policy measures could include, but are not be limited to:

- Flood fringe development controls



- Meander belt management
- Stepping Back from the Water / environmental reserve setbacks

## Policies

- 3.3.1.1 No development shall be permitted within a provincially identified floodway, with the exception of uses with no permanent buildings, such as agriculture, natural areas, outdoor recreation, parks, roads, bridges, utilities, aggregate extraction, and flood mitigation infrastructure.
- 3.3.1.2 Development in provincially identified flood fringe areas shall include flood protection measures to mitigate risk at the 1:100 year flood event level.
- 3.3.1.3 New area structure plans for greenfield developments must include cumulative protection measures to mitigate risk in provincially identified flood hazard areas at the 1:200 year flood event level.
- 3.3.1.4 After updated provincial flood hazard mapping is finalized, the CMRB shall work with the Province of Alberta and member municipalities to investigate changing the provincial definition of the flood hazard area to the 1:200 year level, including an assessment of the impacts to Alberta's Disaster Relief Program and private insurance.

## 3.3.2 Environmentally Sensitive Areas

Environmentally Sensitive Areas (ESAs) are key landscape features, providing important ecosystem services to municipalities at regional and local scales. These cherished and often irreplaceable natural places are worthy of retention and special care to maintain water quality, provide flood mitigation, retain natural habitats and diverse landscapes, and preserve other valued ecosystem functions and services.

In addition to protecting ESAs, members should also adopt best practices for environmentally sensitive land development and planning, including the use of low impact development and efficient land use principles, the use of appropriate setbacks from water and natural areas, cumulative effects management, and stormwater and watershed best management practices. For example, the SSRP uses a cumulative effects management approach and the CMRB should investigate following in step with this direction.

### Key Issues and Influences:

- Natural areas, and in particular ESAs provide important ecosystem services, and their health has been threatened by recent development trends and practices.
- Existing mapping data is quite varied across the CMR, and the existing location and extent of some ESAs are unknown, limiting the ability to protect them.
- Protecting certain types of ESAs will benefit other policy areas, including flooding and recreation.

## Policies

The policies associated with environmentally sensitive areas (ESAs) establishes a consistent framework and approach for identifying, analyzing and planning near ESAs.

3.3.2.1 Area Structure Plans and Area Redevelopment Plans shall address *Sensitive Areas* through the following means:

- (a) Undertake a desktop-based environmental screening to identify Environmentally Sensitive Areas on-site and within 100 metres of the site boundary;
- (b) The environmental screening shall include a map of all identified Environmentally Sensitive Areas;
- (c) If an Environmentally Sensitive Area is located on or within 100 metres of the site, the proponent/municipality must conduct an environmental study; and
- (d) An environmental study shall identify the potential impacts of the proposed development on the identified Environmentally Sensitive Area(s) and recommend mitigation measures to protect it.

3.3.2.2 Municipal Development Plans and Intermunicipal Development Plans shall:

- (a) Include map(s) of regional Environmentally Sensitive Areas that have existing documentation and mapping within areas designated for future growth.
- (b) Include a shared definition of Environmentally Sensitive Areas as defined in the Regional Growth Plan.

3.3.2.3 Municipal Development Plans should include policies that address six key elements of the Region's eco-infrastructure:

- (a) wetlands;
- (b) riparian buffers;
- (c) regional corridors;
- (d) large patches of natural vegetation;
- (e) habitat for native species of interest;
- (f) designated species of conservation concern or identified focal species group; and
- (g) rare, intact or biologically diverse ecosystems.

3.3.2.4 The CMRB shall compile the municipally identified environmentally sensitive areas into a common database for the Region.

### 3.3.3 Climate Change

Climate change policies sets direction for municipalities in the Region to collectively take action on climate change.

3.3.3.1 Municipal Development Plans shall address climate change resiliency, which will include:

- (a) a commitment to reduce municipal greenhouse gas emissions and water consumption; and
- (b) policies to identify and mitigate risks within the municipality due to climate change, including impacts to:
  - (i) human systems and built environments (e.g. local economy, infrastructure), and
  - (ii) natural systems.

### 3.3.4 Definitions

**Climate Change** - The long-term shift in weather conditions measured by changes in temperature, precipitation, wind, snow cover, and other indicators.

**Design Flood** – The current design standard in Alberta is the 1% flood, defined as a flood whose magnitude has a 1% chance of being equaled or exceeded in any year.

**Ecosystem Services** - The following are examples of ecosystem services, the benefits that come from healthy functioning ecosystems and the biodiversity found in them:

- food, fiber, fresh water (“provisioning” services)
- flood control, water and air purification (“regulating” services)
- spiritual, recreational, cultural benefits (“cultural” services)
- nutrient cycling, soil formation (“supporting” services)

**Environmental Screening** – An environmental screening is a desktop study to identify the presence of Environmentally Sensitive Areas using the following criteria:

- (a) Areas maintaining the provision of water quality and quantity and providing protection against drought and flooding events;
- (b) Areas providing habitat for identified local species of interest, designated species of conservation concern (SCC), or identified focal species groups.;
- (c) Areas providing rare, unique, or biologically diverse ecosystems or unique landforms; and
- (d) Areas contributing to other important ecosystem functions or services at regional or local scales.

**Environmental Study** – A detailed study and review of the effects of a proposed development on identified Environmentally Sensitive Areas, that anticipates, interprets

and evaluates impacts and identifies mitigation measures to avoid, minimize or compensate for these impacts.

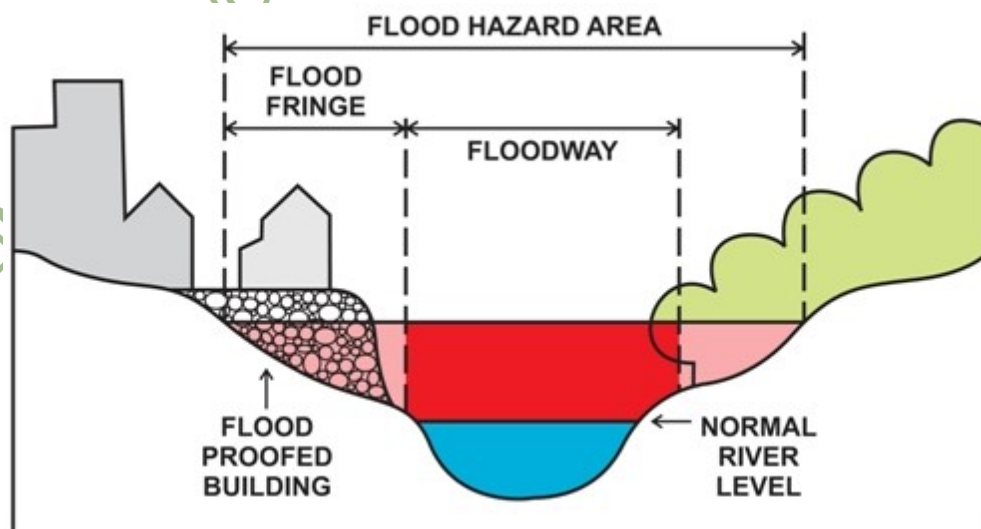
**Environmentally Sensitive Areas** - Environmentally Sensitive Areas are key natural components of the regional landscape, providing essential ecosystem functions and services. These functions and services include flood mitigation, drinking water supply, maintenance of regional biodiversity, preservation and connectivity of unique habitats and landscapes, and provision of culturally and economically valued resources and opportunities.

They include areas that:

- Maintain the provision of water quality and quantity and provide protection against drought and flood events. Includes water courses, water bodies, and riparian areas;
- Provide habitat for identified local species of interest, designated species of conservation concern (SCC), or identified focal species groups;
- Provide rare, unique, or biologically diverse ecosystems or unique landforms;
- Contribute to other important ecosystem functions or services at the local scale; and
- Include Provincial Environmentally Significant Areas.

**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](http://www.alberta.ca/flood-hazard-mapping.aspx)

**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.

**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.

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

**Greenfield Development:** An area for future growth located outside of the built-up urban area or previously approved planned areas.

**Regional Environmentally Sensitive Areas** – Regional Environmentally Sensitive Areas are defined as areas that:

- Provide the environmental benefits of Environmentally Sensitive Areas beyond one municipality’s geographic area;
- Contribute to other important ecosystem functions or services at the regional scale. and
- Include Provincial Environmentally Significant Areas.

## 3.4 Water Stewardship

Water is essential to the success and quality of life in the Region. CMR members have a duty to ensure adequate access to a healthy and efficient supply of water for their citizens and businesses now and into the future.

Intermunicipal policies and recommendations are focused on stormwater management, water servicing, and governance at the sub-regional level, specifically in the JPAs.

Exploring opportunities at the JPA level reflects existing efforts within the region and focuses the regional effort towards the areas where substantial growth is occurring.

Development and natural processes, including climate change, threaten the quality and sustainability of our water supply. It is important that regional members protect and manage the watersheds within our jurisdiction. The CMR can play a role in facilitating this protection and advocating for the protection of the watersheds that we rely on outside of the region. As our water supply is limited, it is also critical that we consciously manage and use water, for both our benefit, and the communities downstream.

Opportunities to share the costs and risks associated with supplying and managing water, and in exploring ways to cooperate through new structures, such as JPAs, are considered.

The CMR Servicing Plan provides additional information on future actions associated with Water Stewardship in the CMR. In particular, the Servicing Plan defines the relationship between the South Saskatchewan Regional Plan and the CMRB Growth and Servicing Plans. It also identifies a need to prioritize future planning, with consideration to initiatives such as:

- a regional cumulative effects management approach;
- source water protection;
- integrated watershed management; and
- conservation tools to support the goals of the CMRB and the Provincial Land Use Framework.

CMR Goals	Growth Plan Objectives
<p>The Calgary Metropolitan Region has a water strategy that promotes healthy people, healthy ecosystems and is resilient in times of drought and flood.</p>	<ul style="list-style-type: none"> <li>• Enhance protection of our watersheds and natural water systems</li> <li>• Provide a safe, affordable, and reliable supply of drinking water for residents and businesses</li> <li>• Enhance regional collaboration of water stewardship</li> <li>• Enhance the Region's resilience to changes to natural water systems due to climate change and human development</li> </ul>
<p>The Calgary Metropolitan Region has a coordinated approach to water, wastewater and stormwater that provides safe and healthy water for our growing region.</p>	<ul style="list-style-type: none"> <li>• Improve the efficiency with which we use our limited water supply</li> <li>• Advance opportunities to better manage and share the risks and costs of water, wastewater and stormwater infrastructure and service delivery.</li> </ul>

## Policies



### 3.4.1 Watershed Protection

The combination of variable precipitation and continued regional growth has the potential to cause water shortages in the future if fundamental changes to water use and management are not made. Many locations within the region are also susceptible to flooding, as evident from significant recent events. Adding upstream water storage capacity has the potential to mitigate one or potentially both risks and would be a long-term investment in improving the region's resiliency.

- 3.4.1.1 The CMRB will continue to advocate for enhanced protection of the headwaters of rivers that the CMR relies on for drinking water and economic production that are located inside and outside the CMR.
- 3.4.1.2 The CMRB will support the continued assessment of upstream reservoirs on the region's rivers to provide water storage capacity and flood mitigation.

### 3.4.2 Stormwater Management

Stormwater and watershed management are inherently regional, as many of the Region's watersheds and water bodies extend through multiple municipalities, and one community's stormwater is another community's drinking water.

- 3.4.2.1 The CMRB will provide regional leadership for the management of stormwater for regionally significant stormwater issues.
- 3.4.2.2 The CMRB and member municipalities should identify locations where stormwater management may impact regional infrastructure systems and develop appropriate policies to address areas of impact.

### 3.4.3 Water Efficiency

One of the simplest approaches to improving our water resiliency is to use less water. This includes encouraging water conservation, implementing new methods and technologies that use less water, and improving the overall system efficiency through things such as replacing old, leaking infrastructure.

- 3.4.3.1 The CMRB will work with the Province to advance initiatives that improve the region's ability to sustainably use and share water.

### 3.4.4 Collaboration and Governance

The consideration of alternate or new water governance structures is a potential approach to sub-regional water management and conservation. Using a bottom-up approach to identify and develop such structures would enable members to create a model that works for them, and the proposed JPAs provide a reasonable starting point with which to organize the new governance structures.

- 3.4.4.1 CMRB Members should investigate potential approaches to water collaboration within the CMR at the regional and subregional scales, as appropriate.

## 3.5 Shared Services Optimization

In the face of global economic competition, the Calgary Region must find ways to deliver services in an efficient and sustainable way that maintains the Region's high quality of life and low cost of doing business. Residents and businesses alike benefit when the Region finds ways to deliver borderless shared services that reflect cost-effective and optimized service delivery.

The CMR Servicing Plan also addresses matters related to shared services optimization and should be read in tandem with this section of the Growth Plan.

CMR Goals	Growth Plan Objectives
Residents of the Calgary Metropolitan Region experience borderless delivery of essential services based on a fair cost-benefit model.	<ul style="list-style-type: none"> <li>Protect future opportunities to share regional infrastructure and services through mobility and transmission corridor protection.</li> <li>Coordinate regional land use planning with service provision and planning, specifically transit.</li> </ul>
The Calgary Metropolitan Region delivers services in a more efficient and sustainable way through shared services optimization.	<ul style="list-style-type: none"> <li>Achieve servicing efficiencies through a conscious effort to share infrastructure and services, particularly in Joint Planning Areas.</li> </ul>

### 3.5.1 Transportation Corridors

The efficient movement of people and goods supports the economy and quality of life in the CMR. Optimized transportation corridors are a key to maintaining a competitive region. The North and South/East Regional Transportation studies provide much of the context for transportation corridors in the CMR.

3.5.1.1 Statutory plans within 1.6 km of an identified Transportation Corridor as shown on *Map XX: Major Transportation Corridors* shall:

- (a) identify the corridor(s) on relevant maps within the plan;
- (b) demonstrate how the plan optimizes the proximity and adjacency to the corridor; and
- (c) describe how the plan provides mitigation for any potential impacts to the corridor.

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, such as improved economic growth, environmentalism, resilience and quality of life.

- 3.5.1.2 Statutory plans shall identify regional transit corridors with higher density infill and mixed use land use that currently, or may in the future, support intermunicipal transit infrastructure and services appropriate to the scale and context of the corridor and surrounding area.
- 3.5.1.3 New Area Structure Plans and Area Redevelopment Plans shall:
- (a) provide direction on how plans could provide or improve transit service in the future, as appropriate to the scale and context; and
  - (b) provide direction on infrastructure design strategies and standards to support transit-oriented development, as appropriate to the scale and context.
- 3.5.1.4 CMRB municipalities will coordinate regional active transportation corridors with JPA transportation, mobility and transit planning to maximize their use for all active transportation modes.
- 3.5.1.5 CMRB municipalities will include regional active transposition corridors in applicable statutory plans and identify how local recreation corridors connect to and support regional corridors.

**MAP – MAJOR TRANSPORTATION CORRIDORS TO BE ADDED**

### 3.5.2 Recreation

The intent of this policy section is to focus on the role of parks, natural areas, and public spaces in the context of regional growth and development, as well as 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.

- 3.5.2.1 CMRB municipalities will work together to provide residents of the Region with high-quality recreational opportunities that are delivered in a cost-effective manner.
- 3.5.2.2 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.
- 3.5.2.3 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.
- 3.5.2.4 When working together, member municipalities will establish processes that incorporate evidence-based decision making to the greatest extent possible.
- 3.5.2.5 Member municipalities will collect and share data in support of evidence-based approaches to decision-making at the regional level.

### 3.5.3 Energy and Utility Corridors

Regional energy and utility corridors include those that accommodate the infrastructure that conveys water, wastewater, energy and other utilities. They are often found along or within regional mobility corridors, but can also be located within minor public rights-of-way. These facilities enable the efficient transmission of utilities and services to the regional consumers and beyond, and correctly locating and protecting these facilities will ultimately lower costs and enable increased service provision for regional customers.

3.5.3.1 Statutory plans with a regionally-significant corridor(s) shall:

- (a) identify any regionally significant corridor(s) shown on *Map XX: Regionally Significant Energy and Utility Corridors* on relevant maps within the Statutory plan;
- (b) describe the supporting rationale, agreements and policies for crossing, accessing and *connecting* to the identified corridor(s); and
- (c) describe how *necessary* mitigations will be undertaken to ensure protection of the corridor(s).

**MAP – REGIONALLY SIGNIFICANT ENERGY AND UTILITY CORRIDORS TO BE ADDED**

### 3.5.4 Water, Wastewater and Stormwater

Policies related to servicing for water, wastewater and stormwater are included in the Water Stewardship policy area, and additional detail included in the CMR Servicing Plan.

### 3.5.5 Definitions (not defined in other policies)

**Regional Recreation** - 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.

## 4 Implementation (to be completed)

If the Growth Plan is the roadmap for accommodating the next one million people, then implementation of the Growth Plan is akin to getting in the car and driving.

Implementation is where the “rubber hits the road”. Continued collaboration between CMR municipalities will be essential as the Growth Plan is enacted in the Region. There will inevitably be bumps in the road as this new Growth Plan is implemented into the daily lives of people and businesses in the Region. However, the belief that we are better working together should underpin our collective efforts.

This section describes the important steps of how the Growth Plan will be implemented and interpreted and lists future work of the Board.

### **ENACTMENT OF THE PLAN:**

In accordance with the Municipal Government Act (MGA) and its Regulation, the Plan comes into force when it is approved by the Government of Alberta and signed by the Minister of Municipal Affairs.

### 4.1 Implementation Mechanisms

#### 4.1.1 Regional Evaluation Framework

4.1.1.1 The Board shall establish the Regional Evaluation Framework (REF) in accordance with the CMRB Regulation.

#### 4.1.2 Existing ASPs and ARPs

4.1.2.1 Existing Area Structure Plans and Area Redevelopment Plans that were adopted in accordance with the MGA prior to the date this Plan comes into force will remain in effect (i.e. grandfathered).

4.1.2.2 Regionally significant amendments to an Area Structure Plan shall be subject to the Regional Evaluation Framework (REF) as established through the REF submission criteria.

4.1.2.3 Regionally significant amendments to an Area Redevelopment Plan shall be subject to the Regional Evaluation Framework (REF) as established through the REF submission criteria, with the exception of amendments to an ARP in an urban municipality that does not include an area adjacent to another municipality.

4.1.2.4 All employment and population growth should be planned through statutory plans in accordance with the criteria of the Regional Evaluation Framework (REF) as established through the REF submission criteria.

## 4.2 Existing Plans

### 4.2.1 Existing MDPs

- 4.2.1.1 Municipal Development Plans (MDPs) shall be updated to comply with the Growth Plan within three years of the Growth Plan coming into force.
- 4.2.1.2 Amendments to MDPs shall comply with the Growth Plan and shall be subject to the Regional Evaluation Framework as established through the REF submission criteria.
- 4.2.1.3 Municipal Development Plans shall include reporting as required in the Growth Plan.

### 4.2.2 Existing IDPs

- 4.2.2.1 Regionally significant amendments to an Intermunicipal Development Plan shall be subject to the Regional Evaluation Framework (REF) as established through the REF submission criteria.
- 4.2.2.2 Notwithstanding 4.2.2.1 above, amendments to IDPs that involve a CMRB rural municipality member and a non-member rural municipality shall not be subject to the REF whether or not the amendments are regionally significant.

## 4.3 Growth Plan Amendment and Updates

### 4.3.1 Amendments

The Board may consider amendments to the Growth Plan, including changes to maps and Joint Planning Areas, in accordance with the authority given to the Board. All amendments to the Growth Plan require approval by the Board and the Government of Alberta.

- 4.3.1.1 The outcomes of Context Studies and other future studies and initiatives approved by the Board shall be incorporated through formal amendments to the Growth Plan.

### 4.3.2 Updates

- 4.3.2.1 The CMRB will undertake a five (5) year review of the Growth Plan to:

- a) Review and update employment and population projections;
- b) Consider the need for amendments to the Plan; and
- c) Amend the Growth Plan to integrate Context Studies and other relevant studies.

The CRMB will undertake a ten (10) year comprehensive review and update of the Growth Plan. The terms of reference for the Growth Plan update process and requirements will be determined by the CMRB in consultation with the Government of Alberta.



## 4.4 Monitoring

The goal and objectives of the Growth Plan focus on moving the Region towards the preferred placetypes while realizing the benefits of more efficient use of land and less consumption of vital resources. Details on how placetypes will be monitored and tracked over time will show regional movement towards the preferred placetypes. Through this reporting and monitoring effort the CRMB can respond appropriately with decisions and policy to ensure continued success towards a desired future for the Region.

Local municipal reporting and monitoring will be assisted by a “Guide to Evaluating and Determining Placetypes in Your Municipality” document found in the Appendix. The Guide will help ensure consistency across municipalities in their reporting and monitoring of placetypes over time.

The CMRB will act as a repository of the municipal reporting and mapping of preferred placetypes. The CMRB will create a Geographic Information System (GIS) dataset that shows the change over time of placetypes in the Region.

### 4.4.1 Placetype Monitoring

- 4.4.1.1 Each municipality shall monitor and track preferred placetypes in the municipality.
- 4.4.1.2 Each municipality shall report to the CMRB on changes over time to preferred placetypes in the municipality in accordance with policies in the Growth Plan.

PRELIMINARY WORKING DRAFT FOR DISCUSSION ONLY

## 5 Future Initiatives (to be completed)

Future initiatives of the CMRB can complement the Growth Plan, including the completion of studies and plans that also move the Region towards fulfillment of the goals and objectives of the Growth Plan. The work of the CMRB will evolve over the coming years as the Growth Plan is implemented. To ensure the Region can respond to imminent issues and topics the Board may wish to undertake additional future initiatives and studies.

Table XX details the future studies and initiatives that are recommended or required by the Board based on the policies of the Growth Plan.

Table XX: Future Studies and Initiatives

Study	Description	Requirement / Recommendation
Economic Development Plan		Committee recommendation
Regional Transportation Plan		Required as per Servicing Plan
Regional Environmental Scan		Not required. Committee Recommendation
Context Studies for all JPAs		Growth Plan Requirement

## Glossary of Terms

- Definitions for terms raised in the Growth Plan report (to be consolidated from preceding sections)

## Appendices

- Engagement Summary
- List of MDP Requirements (*consolidated from policies in the Growth Plan for ease of reference and use by Municipalities*)
- List of ASP Requirements (*consolidated from policies in the Growth Plan for ease of reference and use by Municipalities*)
- Forecast of Regional Growth Background Information & Methodology
- Guide to evaluating and determining Placetypes in your municipality

PRELIMINARY WORKING DRAFT FOR DISCUSSION ONLY

<b>Agenda Item</b>	<b>6</b>
<b>Submitted to</b>	<b>Land Use and Servicing Committee</b>
<b>Purpose</b>	<b>For Discussion and Feedback</b>
<b>Subject</b>	<b>Chapter 3: Regional Policies</b>
<b>Meeting Date</b>	<b>February 4, 2021</b>
<i>That the Committee provide feedback on and receive for information the Regional Policies Chapter of the preliminary working draft of the CMR Growth Plan</i>	
<p><b>Summary</b></p> <ul style="list-style-type: none"> <li>• Previous Committee and Board meeting agendas had policy discussions broken out by six individual topic areas (e.g. Growth Management and Efficient Use of Land). As the topic areas have now merged into the preliminary working draft Growth Plan, HDR C is looking for feedback on the overall document.</li> <li>• No changes have been made to the region-wide policies of the preliminary working draft Growth Plan document since the January 29, 2021 Board meeting. Consequently, the Regional Policies chapter of the preliminary working draft is not on the agenda for discussion.</li> <li>• At the January 29, 2021 Board meeting, the Board passed a motion to request an extension from the Minister for delivering the Growth and Servicing Plans. Currently, Administration is developing the workplan to incorporate direction from the Board. In the discussion of an extension request, the Board identified that some degree of visioning work would be important to help the Board over the final hurdles of the remaining policies for the region and requested that an additional round of public engagement be considered by Administration.</li> <li>• At this time, member municipality council presentations from HDR Calthorpe will continue as scheduled.</li> <li>• There may be some changes to policy language as the Growth and Servicing Plan documents are refined.</li> </ul>	
<p><b>Attachments</b></p> <ul style="list-style-type: none"> <li>• Preliminary Working Draft CMR Growth Plan, HDR Calthorpe</li> </ul>	

## RECOMMENDATION

- a) **For Discussion:** *That the Committee provide feedback on and receive for information the Growth Management and the Efficient Use of Land section of the Growth Plan.*
- b) **For Discussion:** *That the Committee provide feedback on and receive for information the Economic Wellbeing section of the Growth Plan*
- c) **For Discussion:** *That the Committee provide feedback on and receive for information the Environmentally Responsible Land Use section of the Growth Plan.*
- d) **For Discussion:** *That the Committee provide feedback on and receive for information the Water Stewardship section of the Growth Plan.*
- e) **For Discussion:** *That the Committee provide feedback on and receive for information the Shared Services section of the Growth Plan*

<b>Agenda Item</b>	<b>6 f</b>
<b>Submitted to</b>	<b>Land Use &amp; Servicing Committee</b>
<b>Purpose</b>	<b>For Discussion &amp; Feedback</b>
<b>Subject</b>	<b>Celebrating Urban Rural Differences</b>
<b>Meeting Date</b>	<b>February 4, 2021</b>

***For Discussion:** That the Committee discuss and provide feedback on the Celebrating Urban Rural Differences section of the Growth Plan*

#### **Summary**

- Previous versions of the Celebrating Urban Rural Differences section of the Growth and Servicing Plans contained policies about the agricultural economy and the conservation of agricultural lands.
- At the January 2021 Land Use and Servicing Committee meeting and at the January 22 Technical Advisory Group (TAG) meeting, there were discussions about moving the Celebrating Urban Rural Differences policies to other sections of the Growth Plan.
- In consideration of all feedback, HDR|Calthorpe has removed the policies from this section and placed them in other sections of the Growth Plan. HDR|Calthorpe has also updated the preamble to include reference to the rural lifestyle and to the need for a range of lifestyle choices in the CMR.
- The Urban Rural Differences section of the Growth Plan has not been reviewed by the Committee and is not included in the preliminary Growth Plan at this time.
- At the January 29, 2021 Board meeting, the Board passed a motion to request an extension from the Minister for delivering the Growth and Servicing Plans. Currently, Administration is developing the workplan to incorporate direction from the Board. In the discussion of an extension request, the Board identified that some degree of visioning work would be important to help the Board over the final hurdles of the remaining policies for the region and requested that an additional round of public engagement be considered by Administration.
- There may be some changes to policy language as the Growth and Servicing Plan documents are refined.

#### **Attachments**

- Draft Celebrating Urban Rural Differences Section of the Growth and Servicing Plans, HDR|Calthorpe



## **1. Background**

The Celebrating Urban Rural Differences section of the Growth and Servicing Plans document does not include any policies. Agricultural economy policies and the conservation of agricultural land policy were most recently reviewed at the January 21 Committee meeting and the January 22 TAG meeting. They have been moved to the Economic Wellbeing and the Growth Management and Efficient Use of Land sections of the Growth Plan document respectively. A redline version of this section has been not been provided as the section has been rewritten in consideration of all feedback.

## **2. Document Update**

At the January 15 Committee meeting, the Committee discussed moving the agricultural economy policies and the conservation of agricultural lands policies to other areas of the Growth Plan document. This was also discussed at the January 22 TAG meeting.

Although there was no consensus on the best approach, HDR|Calthorpe has made the following changes to the Celebrating Urban Rural Differences section:

- The policies related to agricultural economy have been moved to the Economic Wellbeing Section of the Growth and Servicing Plans, and
- The policies related to the conservation of agricultural lands to the Growth Management and Efficient Use of Land section.

The introductory portion of the Celebrating Urban Rural Differences has been updated to refer to the need for lifestyle choice and provides a brief overview of the rural lifestyle. This section of the document no longer contains any specific policies.

## **3. Recommendation**

That the Committee discuss and provide feedback on the Celebrating Urban Rural Differences section of the Growth Plan

**DRAFT: February 4, 2021**

## Celebrating Urban-Rural Differences

The CMR is a collection of ten distinct municipalities, each with its own character and each contributing to the strength and resilience of the region. Although residents live in different municipalities around the CMR, they are connected in many ways: open space systems, jobs and economic opportunities, natural environments, roadways and transit systems, recreation amenities, servicing systems, pathways, and other connections. They also experience the shared impacts of growth, such as water quality and quantity impacts, loss of environmental function, air quality impacts, and longer commute times. These many connections, when taken together, form a regional framework, a common ground at the regional scale.

Celebrating rural-urban differences is a foundational strategy of the Growth Plan. Public engagement on the Growth and Servicing Plans has reinforced the importance of supporting a wide range of distinct lifestyle choices, from living downtown to living in a rural agricultural area. Celebrating rural-urban differences means creating great urban places and maintaining great rural places.

The Growth Plan focuses most urban growth to higher density and mixed use areas, including towns, city centres, hamlet growth areas, and strategic joint planning areas. The Plan also cultivates growth in ways that maintain the rural, agricultural, and environmental character of the rural area. This approach benefits all member municipalities by promoting, enhancing, and supporting the common regional framework.

- Rural places offer lifestyles where people can live in nature, hobby farm, keep horses for pleasure or sport, or explore opportunities to generate their own power, grow their own food, or operate a home-based business or a large agricultural operation.
- Urban places offer a range of lifestyle choices and housing types, employment opportunities, and amenities in proximity to a wide range of services.

To minimize the negative impacts of growth on our shared regional systems, the Growth Plan limits development that is neither rural nor urban in character. For example, analysis has shown there is a sufficient supply of the Residential Community placetype that provides housing but lacks either urban amenities or a rural lifestyle. The Growth Plan directs new growth to occur in the preferred placetypes that consume less land and resources and thereby benefit the entire Region while maintaining distinctive rural and urban lifestyles in the Region.

The Growth Plan does not include specific policies related to Celebrating Urban-Rural Differences. Taken together, the policies contained within the Growth Plan seek to allow urban and rural areas to remain distinct in character and diverse in land use, mutually supporting one another, and creating a broad range of lifestyles for residents of the CMR.

<b>CMR Goals</b>	<b>Growth Plan Objectives</b>
The Calgary Metropolitan Region has grown in a way which celebrates the individual character of our municipalities while working together to build a stronger region.	-Provide policy tools to create a diverse range of urban and rural places for people to live, work and play

Agenda Item 6f Attachment

	<p>-Establish agricultural, environmental, and open space areas as integral components of our regional system to be conserved</p>
<p>The Calgary Metropolitan Region has worked together to make our developments perform better financially, environmentally and socially.</p>	<p>-Provide policy tools and opportunities for collaboration to enhance the regional benefits of our shared systems</p> <p>-Provide policy tools to guide the location, scale, and type of development that minimize the impacts of growth on shared systems</p>

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