

Calgary Metropolitan Region Board
Agenda - Land Use & Servicing Committee Meeting
 May 5, 2022, 9:00 AM, Go-To Meeting/Call-In

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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 | Clark | |
| 2. Adoption of Agenda
<i>For Decision:</i> Motion to adopt and/or revise the agenda | All | |
| 3. Review and Approve Minutes (Attachment)
<i>For Decision:</i> Motion that the Committee review and approve the Minutes of the April 7, 2022 meeting | All | 2 |
| 4. Overview of Catastrophic Loss (Attachment)
<i>For Information:</i> Motion that the Committee receive for information a presentation from the Insurance Bureau of Canada on Catastrophic Loss | IBC | 5 |
| 5. Growth Plan and Future Transportation Initiatives (Attachment)
<i>For Information:</i> Motion that the Committee receive for information an update on a high level approach to future regional transportation initiatives | Graves | 30 |
| 6. Next Meeting: Thursday June 9, 2022 @ 9:00 AM | | |
| 7. Adjournment | Clark | |

Committee Members:

- | | |
|----------------------------------|--|
| Mayor Peter Brown (Airdrie) | Mayor Craig Snodgrass (High River) |
| Cllr Gian-Carlo Carra (Calgary) | Cllr Rachel Swenseid (Okotoks) |
| Mayor Jeff Colvin (Chestermere) | Cllr Kevin Hanson (Rocky View) Vice Chair |
| Mayor Jeff Genung (Cochrane) | Shawn Ewasiuk, GOA Representative |
| Reeve Delilah Miller (Foothills) | |
| Cllr Suzanne Oel (Foothills) | |

Upcoming Meetings:

BOARD MEETING	Friday May 27 @ 9:30	Mount Royal University
LAND USE & SERVICING COMMITTEE	Thursday June 9 @ 9:00 AM	GoTo Meeting
GOVERNANCE COMMITTEE	Friday May 13 @ 9:00 AM	GoTo Meeting

Minutes of the Meeting of the
Land Use and Servicing Committee
of the Calgary Metropolitan Region Board
on Thursday April 7, 2022 by Go-To Meeting

Delegates in Attendance:

Mayor Peter Brown – City of Airdrie
Councillor Gian-Carlo Carra – City of Calgary
Mayor Jeff Colvin – City of Chestermere
Mayor Jeff Genung – Town of Cochrane
Reeve Delilah Miller – Foothills County
Councillor Suzanne Oel – Foothills County
Mayor Craig Snodgrass – Town of High River
Councillor Michael Nychyk – Town of High River
Councillor Rachel Swendseid – Town of Okotoks
Councillor Brent Robinson – Town of Okotoks
Councillor Kevin Hanson – Rocky View County (Vice Chair)

Ann Laing, Municipal Affairs

CMRB Administration:

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

Chair Clark called the meeting to order at 9:00 AM.

2. Approval of Agenda

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

Motion: That the Committee approve the agenda.

Motion carried unanimously.

3. Review Minutes

Moved by Mayor Snodgrass, **Seconded by** Councillor Swendseid accepted by Chair.

Motion: That the Committee approve the Minutes of the February 3, 2022 meeting.

Motion carried unanimously.

4. Vice Chair Election

Councillor Kevin Hanson was nominated for Vice Chair from the floor at the February 3, 2022 Committee meeting and he accepted the nomination. CMRB Administration was open to receive additional nominations by email until February 22. No additional email nominations were received by the Chief Officer.

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

Motion: That the Committee elect Councillor Kevin Hanson as Vice Chair of the Land Use & Servicing Committee.

Motion carried unanimously.

5. Update on Priority Regional Road Network Projects

Jaime Graves reviewed this agenda item and noted that Table 1 had an error in the circulated agenda that needed to be corrected for the 2022 status of the project ranked 7th. The project ranked 7th is not on the AT 2022 construction program.

The Committee discussed the table of projects and acknowledged that it was completed prior to the Growth Plan and the Servicing Plan and that some of the projects on the list may need to be updated. Jaime agreed the list would be a living document, subject to change and periodic updates.

A member identified their municipality's concerns over provincial funding inequities for road projects. Members agreed there may be an opportunity for CMRB (along with others) to lobby for funding equity, transparency, and consistency. After further discussion, the member opted to write a motion to be brought forward to the next Governance Committee. Additional factors were discussed related to the scoring of projects and prioritizing safety. An intermunicipal transit pilot project between Calgary and Chestermere was discussed and how ridership and funding are considerations in the pilot service decision process.

Motion Arising

Moved by Councillor Carra, **Seconded by** Councillor Hanson, accepted by Chair.

Motion: That the Committee direct CMRB Administration to complete a high-level analysis of the Priority Regional Road Network Projects list to show how this list supports the preferred growth areas and the policies of the Growth Plan. Report back to the Land Use and Servicing Committee with the results no later than end of Q3 2022.

Motion carried unanimously.

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

Motion: That the Committee receive for information a status update on the priority regional road network improvement projects list from the May 2020 Integration Memo of the North Calgary Regional Transportation Study and the South and East Calgary Regional Transportation Study

Motion carried unanimously.

Moved into Closed Session at 9:55 AM.

CLOSED SESSION (Pursuant to Section 21 of FOIP)

Returned to open session at 11:35 AM.

6. Minister's Proposed Growth Plan Amendments

Motion Arising:

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

Motion: That the CMRB request that the Minister, after developing the final draft policy changes to the Growth Plan and Regional Evaluation Framework as based on feedback from member municipalities, provide the final draft to the CMRB for Board review before signing into Law.

Motion carried.

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

Motion: That the Committee receive for information an update on proposed changes by the Minister of Municipal Affairs to the Growth Plan.

Motion carried unanimously.

7. Next Meeting: Thursday May 5 @ 9:00 AM.

8. Adjourned @ 11:46 AM.

Chair Greg Clark

Agenda Item	4
Submitted to	Land Use and Servicing Committee
Purpose	For Information
Subject	Overview of Catastrophic Loss - Insurance Bureau of Canada
Meeting Date	May 5, 2022

That the Committee receive for information a presentation from Insurance Bureau of Canada on catastrophic loss

Summary

- Established in 1964, Insurance Bureau of Canada (IBC) is the national industry association representing Canada's private home, auto and business insurers. Its member companies make up 90% of the property and casualty (P&C) insurance market in Canada. For more than 50 years, IBC has worked with governments across the country to help make affordable home, auto and business insurance available for all Canadians. IBC supports the vision of consumers and governments trusting, valuing and supporting the private P&C insurance industry. It champions key issues and helps educate consumers on how best to protect their homes, cars, businesses and properties.
- Alberta has experienced an increase in the frequency and cost of natural disasters and it is expected that this trend will continue. There have been recent changes to the Government of Alberta Disaster Recovery Program (DRP). More information about changes to the DRP is available at the Government of Alberta website [here](#) and a brief summary YouTube video is available [here](#).
- Early in the CMRB's history, the scope of the Growth Plan was modified by the Board on April 20, 2018. To the list of requirements of the Growth Plan from the CMRB regulation, the Board added the following:
 - (e) policies regarding flood prone areas;
- To understand and identify policy goals and high level policy direction from member municipality elected officials and their administrations, CMRB Administration organized a workshop in October, 2019. In June 2020, following discussions at the administrative and Committee level, the Board approved objectives for flood prone areas.

- The Board-approved Growth Plan (May 21, 2021) is one of the guiding tools to achieve the Board’s vision and mandate which includes direct and indirect policy in support of regional climate resilience. The Board’s blueprint for growth includes a commitment to preferred placetypes and specified growth areas to accomplish its vision while reducing water consumption, vehicle mileage, carbon emissions, land consumption and the cost of infrastructure.
- IBC had previously presented to the Land Use Committee in 2018 regarding catastrophic losses in Canada, Alberta and in the CMR.

Attachment

- Slide Deck: *Insurance and Severe Weather*, Insurance Bureau of Canada

1. Introduction

Alberta has experienced an increase in the frequency and cost of natural disasters and it is expected that this trend will continue. There have been recent changes to the Government of Alberta Disaster Recovery Program (DRP). More information about changes to the DRP is available at the Government of Alberta website [here](#) and a brief summary YouTube video is available [here](#).

Starting April 1, 2021, the DRP introduced a 90/10 split on cost sharing for disaster relief between the province and municipalities, private companies, and Metis settlements as well as funding caps and a limit to the number of times funding can be received. Changes to funding structures are being implemented to encourage municipalities and homeowners to improve risk management and reduce the financial and human costs of disasters.

2. Climate Risk Links to CMRB Vision and Draft Growth Plan Policy Areas

The CMRB Growth Plan vision elements, and objectives and policies link to the reality of some climate risks in the CMR. The regulated mandate of the Board is to support the long-term sustainability of the region by ensuring environmentally responsible land-use planning, growth management and the efficient use of land. The Board’s blueprint for growth includes a commitment to preferred placetypes and specified growth areas to accomplish its vision while reducing water consumption, vehicle mileage, carbon emissions, land consumption and the cost of infrastructure. This mandate and vision for the region form a common foundational commitment to reducing the impacts of growth in a changing climate.

Blueprint for Growth	
CMRB Vision Elements	Growth Plan Objectives
<ul style="list-style-type: none"> We successfully use our commitment to Preferred Placetypes and specified growth areas to accomplish our vision while reducing water consumption, vehicle mileage, carbon emissions, land consumption and the cost of infrastructure. The Region is built on a backbone of excellent integrated multi-modal transportation which ensures efficient and effective movement of people and goods. 	<ul style="list-style-type: none"> (a) Create opportunities for each municipality to grow and develop in a way that contributes to balanced regional growth. (b) Promote a range of housing and neighbourhood types within each municipality. (c) Strengthen the importance and livability of existing urban and rural centres. (d) Provide adequate land area for a variety of employment opportunities in appropriate areas. (e) Focus future urban growth in suitable locations where land use, infrastructure and servicing are aligned. (f) Promote compact and walkable communities. (g) Reduce the amount of land consumed by achieving higher densities and more efficient and mixed-use development patterns. (h) Limit or discourage new auto-oriented residential communities that are dominated by single-detached housing with limited amenities. (i) Encourage country residential development in a clustered form of development which promotes land conservation for ecological and open space purposes. (j) Reduce the cost of infrastructure to support growth compared to past practices. (k) Focus regional service delivery in areas that take advantage of existing services, collaboration and plans.
Protect and Enjoy the Environment	
CMRB Vision Elements	Growth Plan Objectives
<ul style="list-style-type: none"> We enjoy and protect our spectacular natural environment which has been a source of our quality of life and prosperity for thousands of years. The Calgary Metropolitan Region is a global leader in minimizing the undesirable impacts of development on our natural environment including land, water, air and wildlife. 	<ul style="list-style-type: none"> (a) Increase awareness and understanding of natural and sensitive areas through Environmentally Sensitive Area mapping. (b) Preserve the function of Regionally Significant natural systems. (c) Plan responsibly in Flood Prone Areas through sensitive development and flood mitigation.

<ul style="list-style-type: none"> The members of the Region work proactively with each other and our neighboring regions to ensure our vision is shared and achieved 	<p>(d) Reduce the Region’s impact on the environment and climate through proper and efficient land use planning, including the use of measurable targets to reduce impacts on land, water and air.</p> <p>(e) Increase the environmental, economic, and social resiliency of our region.</p>
Water Stewardship	
CMRB Vision Elements	Growth Plan Objectives
<ul style="list-style-type: none"> We work together to ensure our scarce fresh water is shared in a way that meets the needs of our current and future residents and our ecosystem. Our strategy works even in times of drought and flood. The members of the Calgary Metropolitan Region work together to manage fresh water, wastewater and stormwater in a way that minimizes waste and provides safe and healthy water for our growing region. The members of the Region work proactively with each other and our neighbours to ensure flood prone areas are understood and proactively managed. 	<p>(a) Enhance protection of our watersheds and natural water systems.</p> <p>(b) Provide a safe, affordable, and reliable supply of drinking water for residents and businesses.</p> <p>(c) Enhance regional collaboration of water stewardship.</p> <p>(d) Enhance the Region’s resilience to changes to natural water systems, due to Climate Change and human development.</p> <p>(e) Improve the efficiency with which we use our limited water supply.</p> <p>(f) Advance opportunities to better manage and share the risks and costs of water, wastewater and Stormwater infrastructure and service delivery.</p> <p>(g) Enhance protection of Regionally Significant Source Waters.</p>

3. Specific Policies in the Board-approved Growth Plan (May 21, 2021)

3.1. Flood Prone Areas

In 2020, the Board approved the following objectives, related to flood prone areas:

Board Objectives for Flood Prone Areas	
<ul style="list-style-type: none"> prioritize public safety; 	<ul style="list-style-type: none"> educate the public and other development stakeholders on the risks of development in Flood Prone Areas;
<ul style="list-style-type: none"> mitigate risk to the public, municipalities, businesses, park spaces, living assets and other property/lands; 	<ul style="list-style-type: none"> maintain essential ecosystem functions of flood areas; and
<ul style="list-style-type: none"> examine how flood resilience might be achieved among CMR municipalities over time and with appropriate inputs; 	<ul style="list-style-type: none"> advocate for a minimum Design Flood of 1:200, or 0.5% annual probability flood

Specifically related to flood risk and development in flood prone areas, the draft Growth Plan (May 21, 2021) includes the following policies:

3.3.1.1 No new 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 flood damage risk in Flood Hazard Areas at the 1:200 year food event level up to the limits of the Flood Fringe.

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.

3.2. Climate Resilience

Climate resilience related policy are found in Section 3.3.3 of the Growth Plan.

3.3.3 Climate Change

The CMR recognizes the need to work together to reduce greenhouse gas emissions and the risks due to Climate Change.

Policies

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) built environments (including the local economy and infrastructure); and

(ii) natural systems.

4. Recommendation

That the Committee receive for information a presentation from the Insurance Bureau of Canada on catastrophic loss.



IBC

Insurance Bureau
of Canada

Insurance and severe weather

Calgary Metropolitan Regional Board

Agenda Item 4i

May 5, 2022 | **Rob de Pruis**, National Director, Consumer & Industry Relations
Aaron Sutherland, Vice-President, Western and Pacific Regions



Agenda

- About IBC
- Severe Weather Trends
- Residential roofing rebate program
- Flood insurance survey data
- Building Code and Standards
- Climate Proof Canada
- New federal high-risk flood insurance pool
- Q and A



IBC
Insurance Bureau
of Canada

Who we are

National association for Canada's private home, auto, business insurers. IBC members represent a vast majority of the Canadian P&C market.

Vision and Mandate:

Consumers and governments **trust, value** and **support** the private property and casualty insurance industry, and its products and services.

Advocate, from a position of leadership, to governments and regulators, and to consumers, both commercial and personal, for property and casualty insurance that is **available and affordable to all Canadians**.



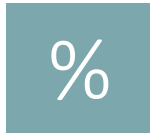
Canada's P&C industry at a glance



More than **192 private P&C insurers** actively compete in Canada, with **148** operating in Alberta



The P&C insurance industry employs **130,000 Canadians – 22,000** in Alberta



44% of Direct Written Premiums in Alberta are for auto, while **56%** is property, commercial and liability coverage



Canadian insurers contribute **\$11.7 billion*** in taxes and levies to the federal and provincial governments

*Tax figures as of 2020

Source: 2020 Facts of the Property and Casualty Insurance Industry in Canada

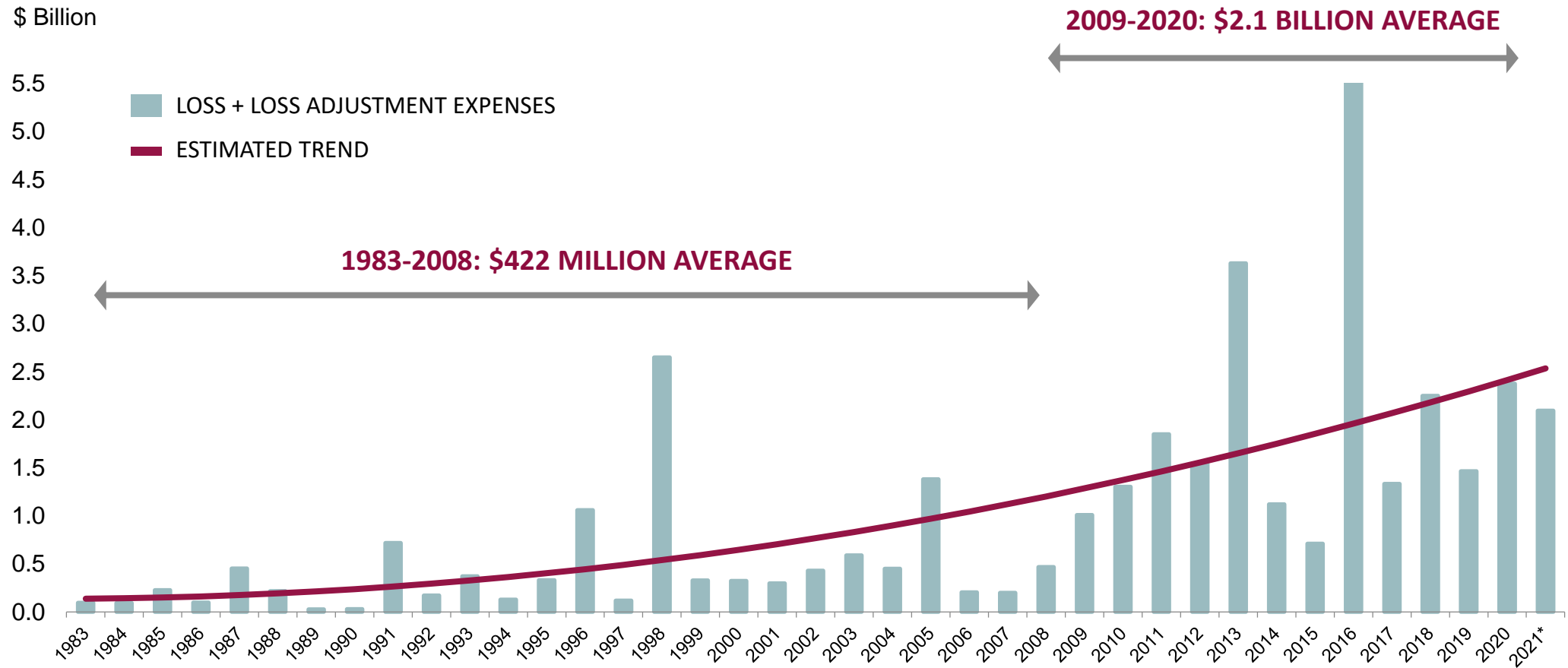


Severe Weather



Insured Catastrophic Losses in Canada

*A CATASTROPHIC LOSS = 1 EVENT COSTING \$25 MILLION OR MORE IN INSURED DAMAGES

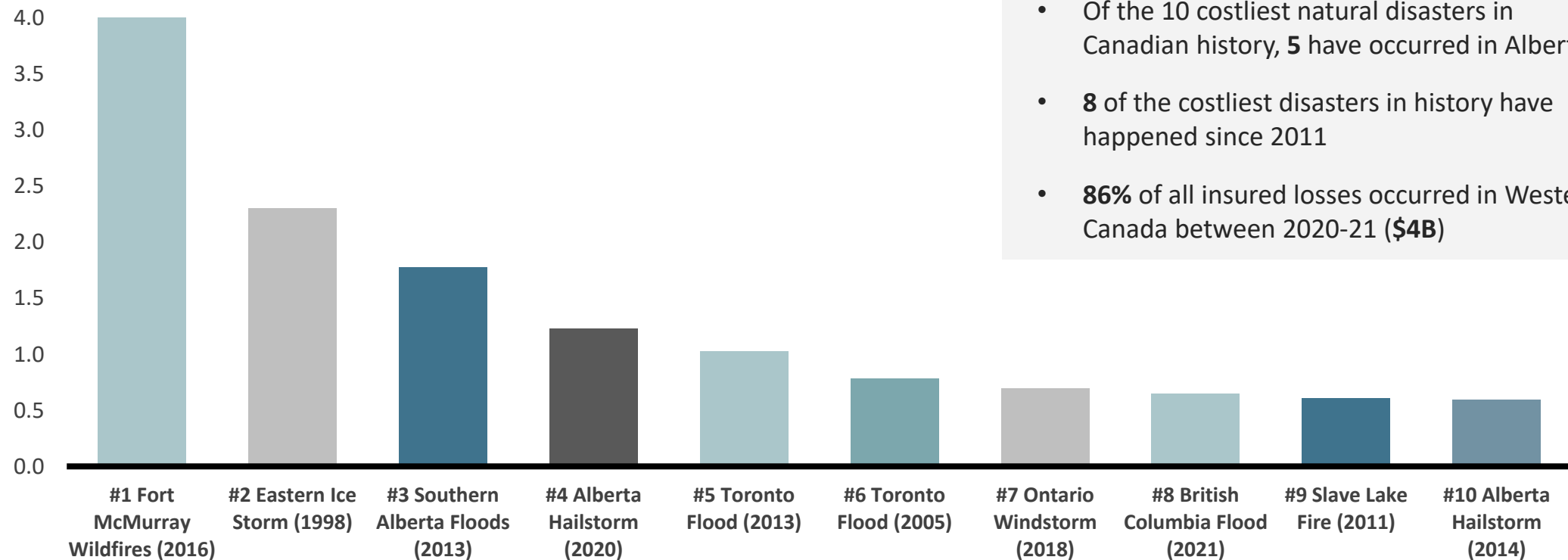


Source: IBC Facts Book, PCS, CatIQ, Swiss Re, Munich Re & Deloitte
Values in 2021 \$ CAN, * 2021 preliminary



Canada: Top 10 Natural Disasters for Insurance Payouts

\$ Billion



- Of the 10 costliest natural disasters in Canadian history, **5** have occurred in Alberta.
- **8** of the costliest disasters in history have happened since 2011
- **86%** of all insured losses occurred in Western Canada between 2020-21 (**\$4B**)

Losses exclude Loss Adjustment Expenses

Source: IBC Facts Book, PCS, CatIQ, Swiss Re, Munich Re & Deloitte

Values in 2021 \$ CAN



Canada: Insurance Catastrophic Losses in 2021



The amount of insured damage is an estimate provided by CatIQ (www.catiq.com) under licence to IBC.



Insurance provides financial resiliency

The insurance industry is well capitalized for these events, as required by the Office of the Superintendent of Financial Institutions

In 2020 and 2021, the industry paid out **over \$80 billion** in all types of claims across the country

- Personal Property - **\$15.3 billion**
- Commercial Property - **\$11.7 billion**
- Private Passenger/Commercial Auto - **\$36.4 billion**
- Liability - **\$11.8 billion**

Close to **\$4.5 billion** was for severe weather



Calgary residential roofing rebate program



City of Calgary - Resilient Roofing Rebate Program

- Program offers a **\$3,000 rebate** for homeowners who experienced hail damage and have replaced (or plan to replace) their roof with a certified Class 4 impact-resistant product
- **Eligibility:**
 - Open to all Calgary homeowners with a single, semi-detached or duplex home
 - Must show proof that roof was damaged from a hailstorm in 2020
 - Good standing with property tax roll
 - Must use Class 4 rated roofing
 - Must use a AARA or ARCA approved contractor or inspector



Hail Damage

- Over the last two summers, Southern Alberta residents have been hit by severe hailstorms
- The 2020 Southern Alberta hailstorm was costliest hailstorm in Canadian history: **\$1.2 billion**
- The Alberta Severe Weather Management Society (hail cloud seeding program) continues to operate and is 100% funded by insurers
- Some insurers now offer an endorsement that covers the increased cost of impact resistant roof/siding materials in the event of a loss



Flood Advocacy In Alberta

- Support industry response to severe weather events, as appropriate, and leverage in support of advocacy for increased public investment in resiliency efforts
- Engage provincial government in support of National Action Plan on Flooding objectives, including co-chairing the Industry Task Team of the Federal Relocation and Flood Insurance Task Force
- Support the direction CMRB is taking in regards to limiting or restricting development in flood prone areas
- Work with municipalities across Alberta on adaptation measures



Challenges of a Changing Climate for Homeowners

Approximately **1.3 million** private residences in Alberta

- **140,000** are at high risk of flooding – **20%** chance of flooding over 25-year mortgage
- **14 insurers** offering overland flood endorsement (90% of market share)
- **75% take-up rate** (highest in Canada)
- **74% pay less than \$300**
- **3.9% of properties ineligible** for flood insurance (well below national average)



Building for the future: Creating resilient communities

Climate-Resilient Buildings and Core Public Infrastructure Initiative

- Development of new voluntary codes standards and guidelines to improve community and property level climate resilience

CSA Z800: Guideline on basement flood protection and risk reduction

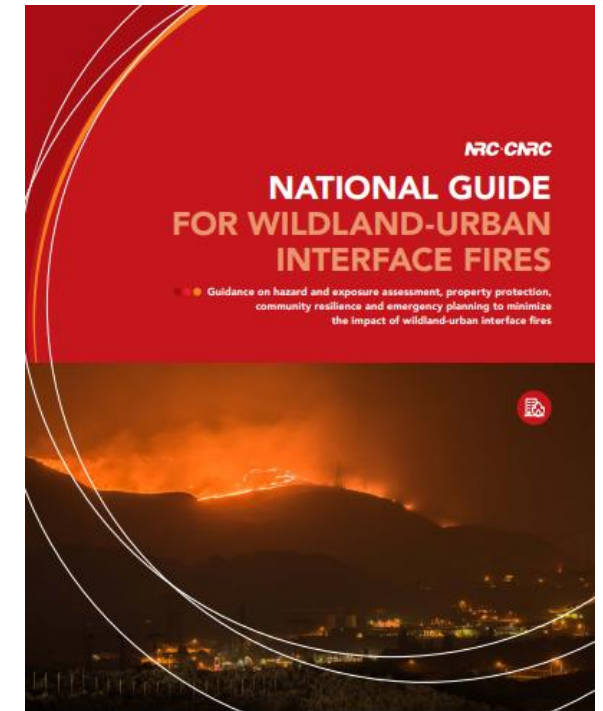
CSA W204: Flood resilient design of new residential communities

CSA W210: Prioritization of flood risk in existing communities

CSA 4013: Technical Guide – Development, interpretation and use of Intensity-duration-frequency (IDF) information

New National Guide for Wildland-Urban Interface Fires

High Wind Safety for Low-Rise Residential and Small Buildings





Climate Proof Canada

- Climate Proof Canada is a coalition of:
 - industry representatives
 - disaster relief organizations
 - municipalities
 - environmental NGOs and think tanks
- We believe Canada must prepare for the present and growing effects of climate change through building a more disaster-resilient country.



**CLIMATE PROOF
CANADA**

Building a Resilient Tomorrow



National Action Plan on Flood

Our National Action Plan on Flood focuses on:

1. Education

Invest in launching a robust consumer flood portal based on accurate flood mapping and reliable information.

2. Relocation and Protection

Move homes away from areas that repeatedly flood. Develop affordable insurance protection for properties in high-risk flood zones.

3. Amended Land-Use Rules

Going forward, no home built on a flood plain should be eligible for disaster assistance or subsidized insurance, and provincial and municipal governments should adopt improved building codes and standards.



Recommendations

In line with the action plan, IBC has requested that government:

1. **Improve access** to updated flood maps.
2. **Infrastructure investment** and mitigation to increase resiliency.
3. **Consider strategic retreat/buyouts** as an appropriate response.
4. **Support the creation of a high-risk pool** to provide insurance coverage for high risk properties.

IBC's Consumer Information Centre (CIC)

People who have questions about insurance can contact our CIC

Consumer Information Centre
Toll-free: 1-844-2ask-IBC

askibcwest@ibc.ca
@IBC_West

ibc.ca





Thank you

ibc.ca



Agenda Item	5
Submitted to	Land Use and Servicing Committee
Purpose	For Information
Subject	Growth Plan and Future Transportation Initiatives
Meeting Date	May 5, 2022

Motion that the Committee receive for information an update on a high level approach to future regional transportation initiatives.

Summary

- Two regional transportation studies were completed to identify and prioritize regional road network improvement projects for the 10 and 20-year horizons. The primary purpose of these studies was to communicate regional road network improvements to the Government of Alberta. An integration memo was created to bring together the priority ranking used in the two studies (NCRTS and S&ECRTS). The memo ranked and prioritized only transportation projects. Future transit needs were identified in the studies and integration memo, but were not ranked in a priority list.
- In the proposed Growth Plan, the Board has identified Preferred Growth Areas, which include Hamlet Growth Areas, Joint Planning Areas and Urban Municipalities. It has also identified preferred forms of development by defining Preferred Placetypes, which include Infill and Redevelopment, Masterplan Communities, and Mixed-Use/ Transit Oriented Development (TOD). The Servicing Plan links together Preferred Placetypes and Preferred Growth Areas with Preferred Servicing Areas.
- With the policy tools in place, moving forward with implementation of the Growth and Servicing Plans will require revisiting the topics of transportation, transit and mobility. These are integral to achieving infrastructure efficiency, service coordination, economic prosperity, and improved environmental outcomes.
- Following a discussion regarding regional road network priorities previously established by the Board at the Land Use and Servicing Committee (LUSC) meeting on April 7, 2022, the Committee passed a motion that:

The Committee direct CMRB Administration to complete a high-level analysis of the Priority Regional Road Network Projects list to show how this list supports the preferred growth areas and the policies of the Growth Plan. Report back to the Land Use and Servicing Committee with the results no later than end of Q3 2022.

- The Committee discussion indicated that, given the objectives of the Board-approved Growth Plan, future transportation initiatives of the Board should give more consideration to transit.
- The purpose of this agenda item is to update the LUSC with a high level approach to meeting this direction over the coming months. An overlay map of the Preferred Growth Areas, the 2020 regional priority road network projects, the transit projects identified for the 2028 horizon has been prepared for information and discussion.
- At this time, CMRB Administration is not recommending a re-evaluation of the existing transportation priorities list as this was created using a methodology and assumptions designed to speak to then-current transportation priorities based on existing approved statutory plans in place rather than be a future-looking, values-driven planning exercise.
- Given the role transportation, transit and mobility will play in achieving the benefits to regional planning identified in the Growth Plan, CMRB Administration is recommending creating a Regional Transportation and Transit (Mobility) Master Plan, beginning with a scoping step identifying what should be included in the plan and considering the appropriate scope and methodology for this work. CMRB Administration is also recommending that the scoping be done in consideration of best practices.

Attachments

- Overlay of Board-approved Preferred Growth Areas and 2020 Integrated Regional Road Improvement Projects
- Overlay of Board-approved Preferred Growth Areas and 2020 Integrated Regional Transit Projects (2028 horizon)
- [Board-Approved Technical Memo: Integration of NCRTS and S&ECRTS Studies, ISL \(May 2020\)](#)

1. Background

Two regional studies were completed to identify and prioritize regional road network improvement projects and identify potential transit needs for the 10 and 20-year horizons. The purpose of these studies was to communicate regional road network needs to the Government of Alberta.

- The NCRTS study was initiated by member municipalities outside of the processes of the CMRB and was funded by the Government of Alberta along with participating members.
- The S&ECRTS was initiated by the CMRB to build on the work of the NCRTS study and extend the study geography to the remainder of the region. The methodology and assumptions in the S&ECRTS study were intentionally made to be as consistent as possible with the NCRTS study.

The studies focused on existing, approved statutory plans in place to determine the transportation needs at 2028 and 2039 horizons. As the outcomes of the Growth Plan and Servicing Plan were not available at the time, future-looking assumptions were not

regional or collective in nature but were embedded in the individual plans and their land use concepts. Each study included a process to develop and confirm the scoring criteria, and projects were scored using common criteria to create an impartial review and priority ranking.

An integration memo was created to bring together the priority ranking used in the two studies (NCRTS and S&ECRTS). The memo identified prioritized regional road network transportation and transit projects. Transit project needs were identified through travel demand forecasting for the 2028 and 2039 horizons, but were not prioritized. The regional road network improvement project list was delivered to the Minister of Transportation to inform capital funding for transportation projects as part of the provincial budgeting process.

2. Transportation and the Growth and Servicing Plans

Since the development of the integration memo, the Board has worked through the creation of regional vision and values and the development of policies in the Growth Plan and implementation strategies in the Servicing Plan. The Board-approved Growth Plan (May 21, 2021) identifies:

- Preferred Growth Areas, which include Hamlet Growth Areas, Joint Planning Areas and Urban Municipalities, as part of a growth management approach to regional planning.
- Preferred forms of development by defining Preferred Placetypes, which include Infill and Redevelopment, Masterplan Communities, and Mixed-Use/TOD, as a means to improving environmental and fiscal outcomes and to create opportunities for efficient infrastructure and servicing.

The Servicing Plan links together Preferred Placetypes and Preferred Growth Areas with Preferred Servicing Areas and outlines the studies and future work necessary to achieve the benefits identified in the Growth Plan.

Now that the Board has approved its first Growth Plan and associated Preferred Growth Areas, regional transportation priorities will need to be re-evaluated to reflect the Board's vision, values and growth priorities as established through the Growth Plan. For this reason, the Servicing Plan identifies the need to complete a Regional Transportation and Transit Master Plan.

3. April 7, 2022 Committee Discussion

Following a discussion regarding priority regional road network improvement projects previously established through the integration memo, the Land Use and Servicing Committee passed a motion at April 7, 2022 meeting that:

The Committee direct CMRB Administration to complete a high-level analysis of the Priority Regional Road Network Projects list to show how this list supports the

preferred growth areas and the policies of the Growth Plan. Report back to the Land Use and Servicing Committee with the results no later than end of Q3 2022.

The Committee discussion anticipated that consideration of the proposed Growth Plan may lead to a different list of regional priorities. As the NCRTS and S&ECRTS studies were created prior to an approved Board vision, list of values, and proposed Growth Plan, an analysis will need to be done to review transportation, transit and mobility systems in the region against the direction of the Growth Plan and the Board's priorities. This is the purpose of the RTTMP.

The previous NCRTS and S&ECRTS studies were more focused on current transportation needs, existing plans in place, and advocacy for provincial funding opportunities for the regional road network improvements. At the time, that work met a specific purpose in response to a request from Alberta Transportation. Implementing the Growth Plan, with its emphasis on form, character, and location, will support a best practice approach to regional transportation, emphasizing multi-modal mobility.

To support this discussion, CMRB Administration has developed the following maps:

1. The Board-approved preferred growth areas and the 2020 regional road network improvement projects; and
2. Board-approved preferred growth areas and the 2020 regional transit projects for 2028 horizon.

The purpose of these maps is to provide information about the relationship between the Preferred Growth Areas identified within the Growth Plan and 2020 regional priority road improvements and transit needs for the 2028 horizon.

4. Regional Transportation and Transit Master Plan

The Growth Plan represents a common vision for growth in the region. It emphasizes the need to direct higher density and intensity of growth to key areas (Preferred Growth Areas), leading to a greater emphasis on mobility and transit.

A regional master plan is required to identify the regional transportation, transit and mobility goals and priorities, considering how to best implement the policies of the Growth Plan. To this end, the Growth Plan and Servicing Plan also commit the Region to completing a Regional Transportation and Transit (Mobility) Master Plan (RTTMP). This is consistent with standard practice for regional bodies as a path to providing the key benefits between land use and infrastructure, leading to linkages that support regional economic wellbeing and other benefits.

Consequently, the approach to future transportation initiatives of the Board will include more broad considerations for regional transportation and mobility networks, including greater emphasis on transit, the movement of goods and people, micro-transit and mobility, mode progression, higher-order transportation assets such as heavy rail and air, or other considerations. Initial conversations with the Board in March also suggest a heightened interest in how transportation links with communities currently underserved by transit.

The goals, methodology, process, and outcomes of the RTTMP will need to be scoped properly and with expert support. An outcome of the RTTMP may include a framework for future prioritization of regional mobility/transportation projects for funding advocacy with the province. However, the RTTMP may also:

- Identify strategies to minimize the effects of commuter congestion on important goods movement and trade routes;
- Identify the role of transit in the region and provide guidance on efficiently connecting land use planning and transit planning;
- Look at emerging best practices such as including consideration for micro-transit and micro-mobility;
- Identify a network of priority routes for regional goods movement, linking key hubs such as intermodal facilities and airports in the region with an emphasis on reliability;
- Identify ways that regional collaboration around transit service will lead to more efficient and improved transit delivery;
- Identify ways to collaborate on planning for infrastructure and multi-use corridors to improve regional service delivery;
- Protect the integrity of major goods movement routes by coordinating adjacent land use planning with the provision of adequate truck accessibility; and
- Other opportunities as identified through the study scoping process.

5. Proposed Next Steps

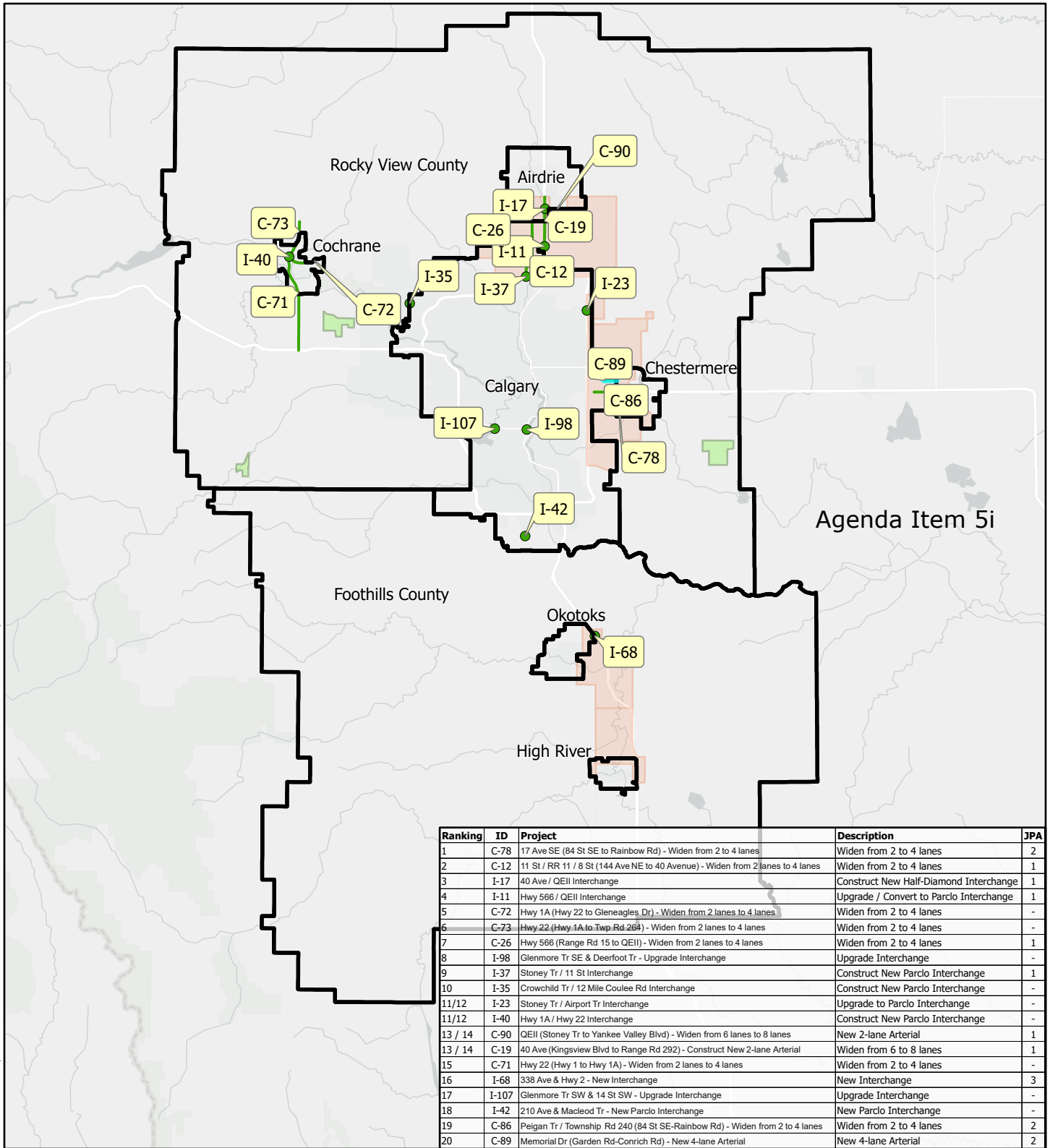
CMRB Administration proposes the following next steps for the consideration of the Committee:

- Booking a guest speaker, or speakers, as part of CMRB's speaker series related to regional metropolitan mobility. The purpose of this is to become more familiar with best practices and set the stage for scoping the RTTMP.
- Identify and engage subject matter experts in the areas of regional transportation, transit and mobility. The objective of a scoping step is to appropriately plan for, and articulate the objectives and deliverables of, a multi-year project with emphasis to collaborative development of scope such that multiple scales and contexts of transportation planning are in alignment with the Growth Plan policy direction and Servicing Plan commitments.

6. Recommendation

That the Committee receive for information an update on a high level approach to future regional transportation initiatives.

Overlay of Board-approved Preferred Growth Areas and 2020 Integrated Regional Road Improvement Projects



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Interchange Projects

● 2028 Regional

Corridor Projects

— 2028 Regional

Joint Planning Area

Hamlet Growth Area†

CMRB Municipality

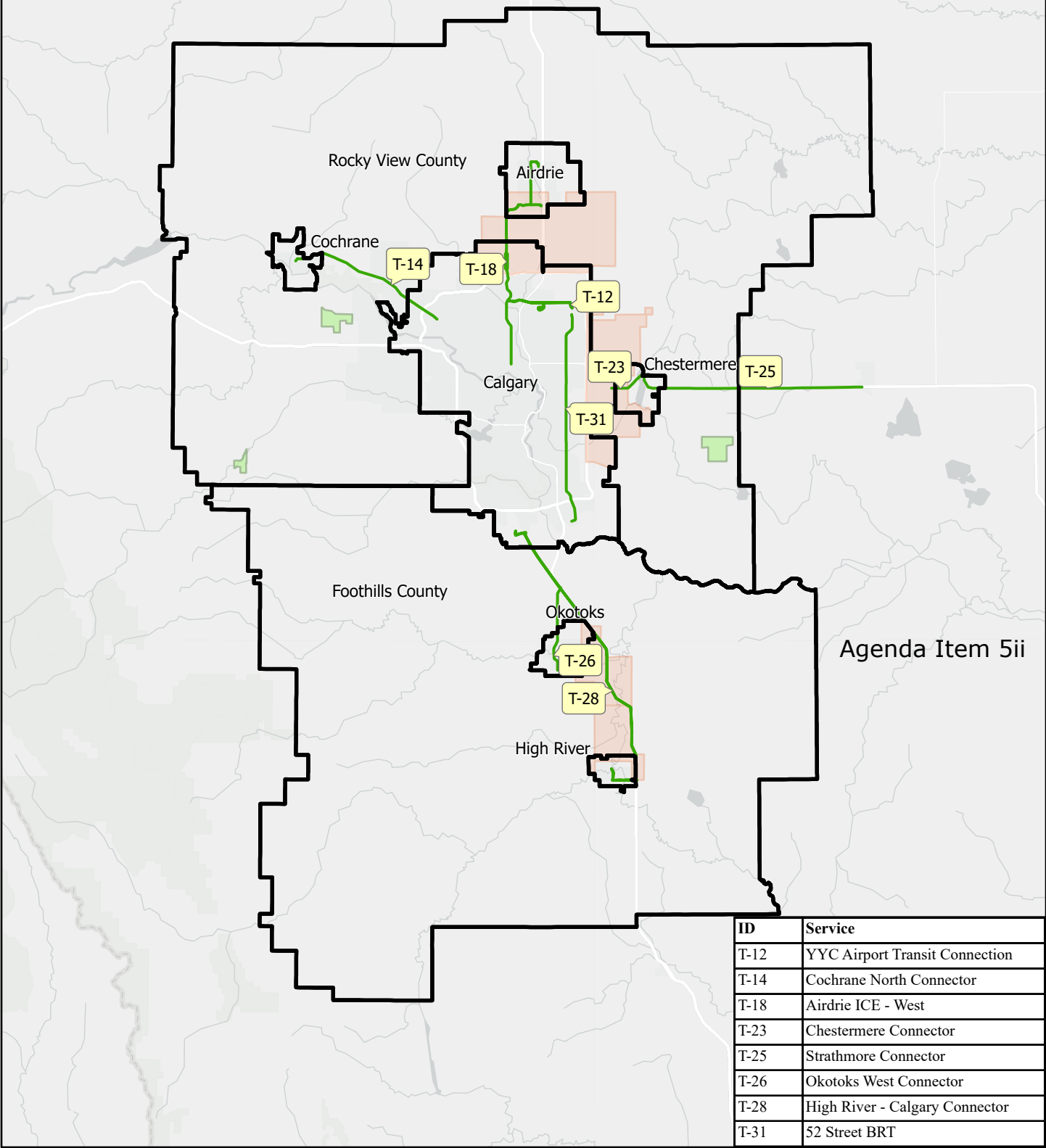


Data Sources: ISL Engineering, AltaLIS, Created using ArcGIS software by ESRI
Map Created: 2022-04-28

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†Foothills County to identify locations for up to three Hamlet Growth Areas in the future.

Overlay of Board-approved Preferred Growth Areas and 2020 Integrated Regional Transit Projects (2028 horizon)



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Agenda Item 5ii

- Transit Projects
- 2028 Regional
- Hamlet Growth Area†
- Joint Planning Area
- CMRB Municipality



Data Sources: ISL Engineering, AltaLIS, Created using ArcGIS software by ESRI
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