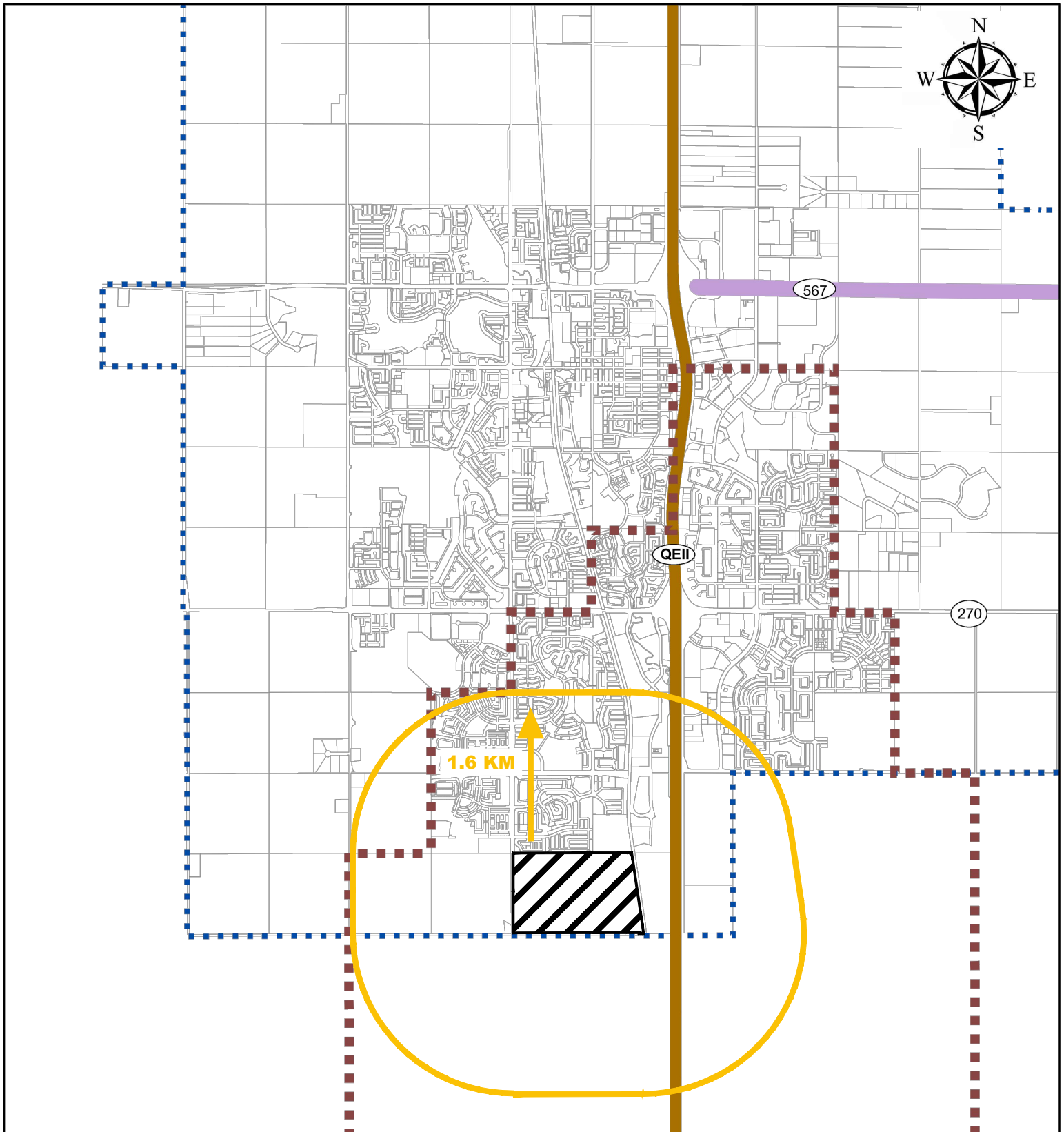






Interim Growth Plan Policy	South Airdrie Area Structure Plan Alignment
2.0 Principles & Objectives	
<p>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</p>	<p><i>Promote the integration of land-use and infrastructure planning</i></p> <ul style="list-style-type: none"> The South Airdrie Area Structure Plan (SA-ASP) has developed over time from north to south. This southern amendment area will be the last to develop and as such, all infrastructure has been expanded over time to serve this area. <p><i>Optimize the use of existing infrastructure when accommodating growth</i></p> <ul style="list-style-type: none"> The plan area is a logical next growth area with services and roads adjacent to the area. <p><i>Encourage higher densities, greater intensity of use, the provision of community nodes, and the leveraging of transit service, where applicable</i></p> <ul style="list-style-type: none"> The proposal includes a commercial area for larger format commercial as well as the ability to provide a mixed use node. Higher densities are located adjacent to the commercial areas. Transit service will expand into the area once the ridership need is identified. <p><i>Protect the function of regionally significant mobility and transmission corridors</i></p> <ul style="list-style-type: none"> The plan area is adjacent to the main utility corridor to Calgary and does not encroach in the ROW. In addition, it places commercial development along the adjacent arterial roads.
<p>Principle 2: Protect Water Quality and Promote Water Conservation</p>	<p><i>Manage the risks to water quality, quantity, and drinking water sources in accordance with federal and provincial legislation and regulation</i></p> <p><i>Promote water conservation practices</i></p> <ul style="list-style-type: none"> The stormwater management system will incorporate best practices and adhere to municipal and Provincial policies for stormwater management, water quality and flow rates. <p><i>Recognize the importance of ecological systems within the Region</i></p> <ul style="list-style-type: none"> The plan recognizes the significance of maintaining biodiversity in the area. A large wetland along the west boundary of the plan will be preserved if possible, although it has been greatly impacted by road construction, there may be opportunity to incorporate it into the stormwater management facility with naturalized landscaping including native plant species to recreate habitat. This will be investigated at the next planning stage. <p><i>Prohibit new development in the floodway</i></p> <ul style="list-style-type: none"> The plan area is not within a floodway.
<p>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</p>	<p><i>Promote the efficient use of land and cost- effective development</i></p> <ul style="list-style-type: none"> The ASP promotes the efficient use of existing infrastructure and proposes higher density development in key areas of the plan. The proposed amendment is directly adjacent to existing development.






	<p><i>Recognize and complement the Region’s diverse community visions and desired scale of development</i></p> <ul style="list-style-type: none"> • The ASP Amendment provides residential uses, parks and open spaces, a school site and a mix of commercial uses. <p><i>Ensure settlement areas are planned and designed to encourage higher densities, appropriate to the local scale and context</i></p> <ul style="list-style-type: none"> • The plan area provides a mix of housing densities, with higher densities located strategically near transportation, future transit corridors, and mixed-use areas. Densities become lower in the north portion of the plan to transition towards the lower densities adjacent. <p><i>Plan for community nodes with a mix of uses and a range of housing types, mobility choices, including transit (where viable), and community services and facilities, where and as appropriate to the local scale and context. Ensure the provision or coordination of community services and facilities</i></p> <ul style="list-style-type: none"> • The amendment area includes a large amount of commercial uses. A portion of this maybe developed into a village node to create a pedestrian friendly commercial district. A range of housing can be accommodated within the amendment area, to be determined at the next planning stage. A school site is included in the plan area.
3.2 Region-Wide Policies	
3.2.2 Demonstrate collaboration to coordinate with other member municipalities	<ul style="list-style-type: none"> • The plan area is located adjacent to the municipal boundary with Rocky View County. There is an existing Intermunicipal Development Plan (IDP) between City of Airdrie and Rocky View County that provides policy direction to both municipalities in areas of common land use development, servicing, infrastructure and transportation. The South Airdrie ASP is within the notification area of the IDP. In keeping with existing IDP policies, Rocky View County was circulated on the original application and given opportunity to provide feedback.
3.2.3 Water, Wetlands & Stormwater Management	<ul style="list-style-type: none"> • The ASP identifies the wetland along the west boundary as a target for preservation. The feasibility of it’s long term survival will be determined at the next planning stage. The stormwater management system will incorporate best practices and adhere to municipal and Provincial policies for stormwater management, water quality and flow rates, and wetlands.
3.3 Flood Prone Areas	
3.3.1 Development in Floodways	<ul style="list-style-type: none"> • The amendment is not proposing changes to the lands impacted by Nose Creek.
3.3.2 Flood Protection in Flood Fringe Areas	<ul style="list-style-type: none"> ○ The Nose Creek flood fringe area is not within the amendment area.

3.4.1 Intensification and Infill Development	
3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages	<ul style="list-style-type: none"> The proposed ASP amendment achieves a mix of local service, residential and community service uses. This plan intensifies land which is currently urban reserve and intensifies it to an urban standard, making efficient and cost-effective use of existing and planned infrastructure.
3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities	<ul style="list-style-type: none"> The proposed ASP amendment is located within an existing ASP within the City of Airdrie.
3.4.2 Expansion of Settlement Areas	
3.4.2.1 Contiguous Expansion Pattern	<ul style="list-style-type: none"> The proposed amendment area is contiguous with existing compact urban communities to the north of the plan area. Additionally, another CASP is being prepared to the west of the plan area.
3.4.2.2 Expansion of Settlement Area w/ 500+ new dwelling units	<ul style="list-style-type: none"> The plan area is adjacent to existing compact urban communities and will provide close to 800 dwelling units with a range of forms and price ranges. Employment uses will be accommodated in the commercial areas, and within the school. The pathway system will provide connectivity within the plan area and with existing communities, and transit supportive density is located along transportation corridors.
3.4.5 Employment Areas	
3.4.5.1 Efficient use of Infrastructure & Services	<ul style="list-style-type: none"> Infrastructure to service the amendment area is at the doorstep to the community.
3.4.5.2 Connection to transit	<ul style="list-style-type: none"> The amendment area is adjacent to developed communities within Airdrie that are currently served by transit. The next planning stage will consider transit routing to service the amendment area.
3.5 Regional Corridors	
3.5.1 Mobility Corridors	<ul style="list-style-type: none"> Highway 2 (a Level 1 Highway and Mobility Corridor) is located approximately 350m from the east boundary of the plan area. 8th Street (arterial road) is located along the west boundary of the plan area, and 56 Ave (Township Rd 264) is located on the south boundary.
3.5.2 Transmission Corridors	<ul style="list-style-type: none"> There are no overhead transmission corridors affecting the plan area.

Schedule 3: Mobility Corridors -- Transportation and Trade



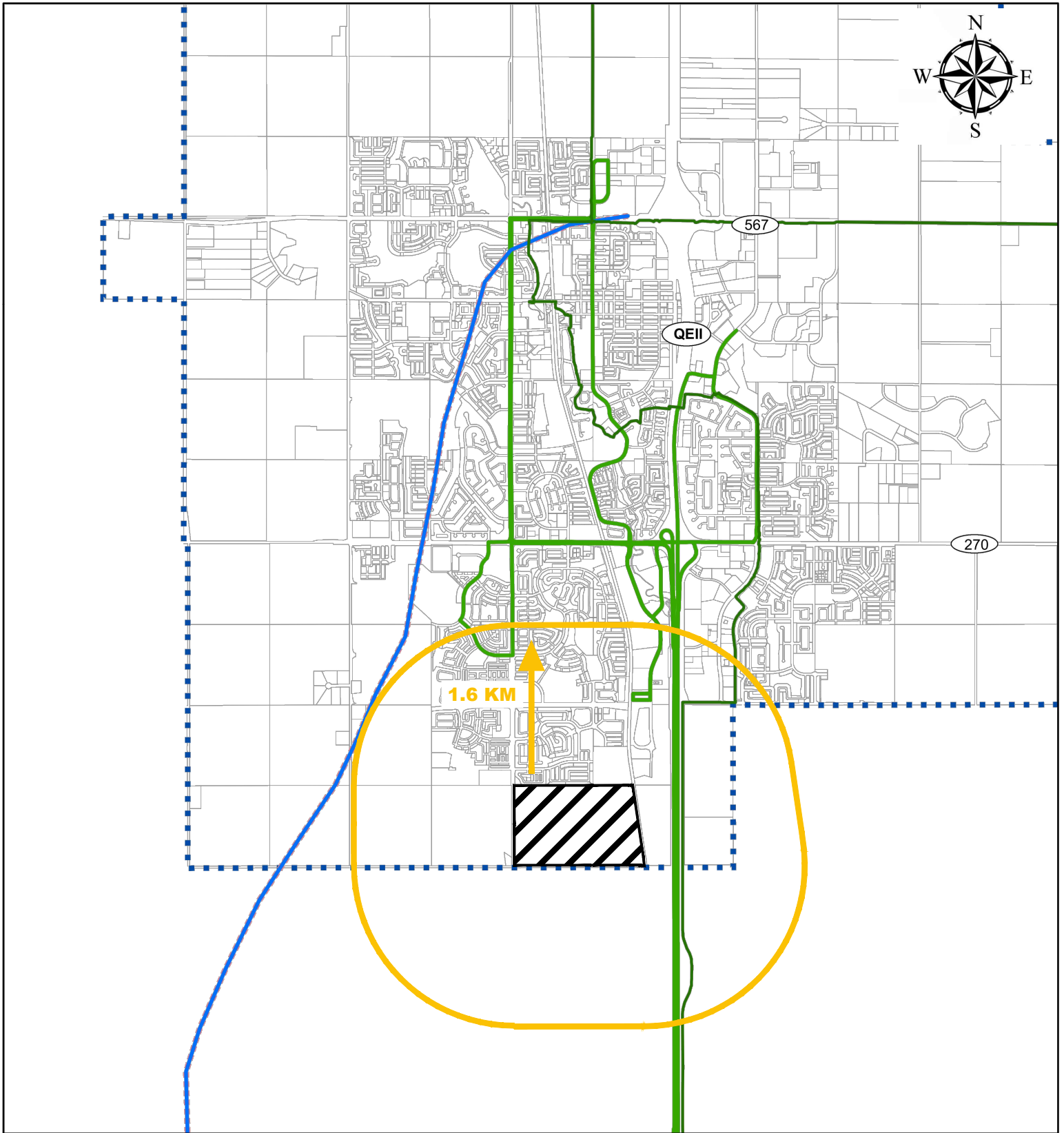
-  Airport Vicinity Protection Area
-  1.6 Kilometer Boundary Buffer
-  Plan Boundary
-  Municipal Boundary

- Transportation**
-  Level 1 Highway
- Trade Corridors**
-  Proposed Corridor
 -  Existing Corridor
 -  Proposed Oversize
 -  CANAMEX






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Schedule 4: Mobility Corridors -- Transit and Active Transportation

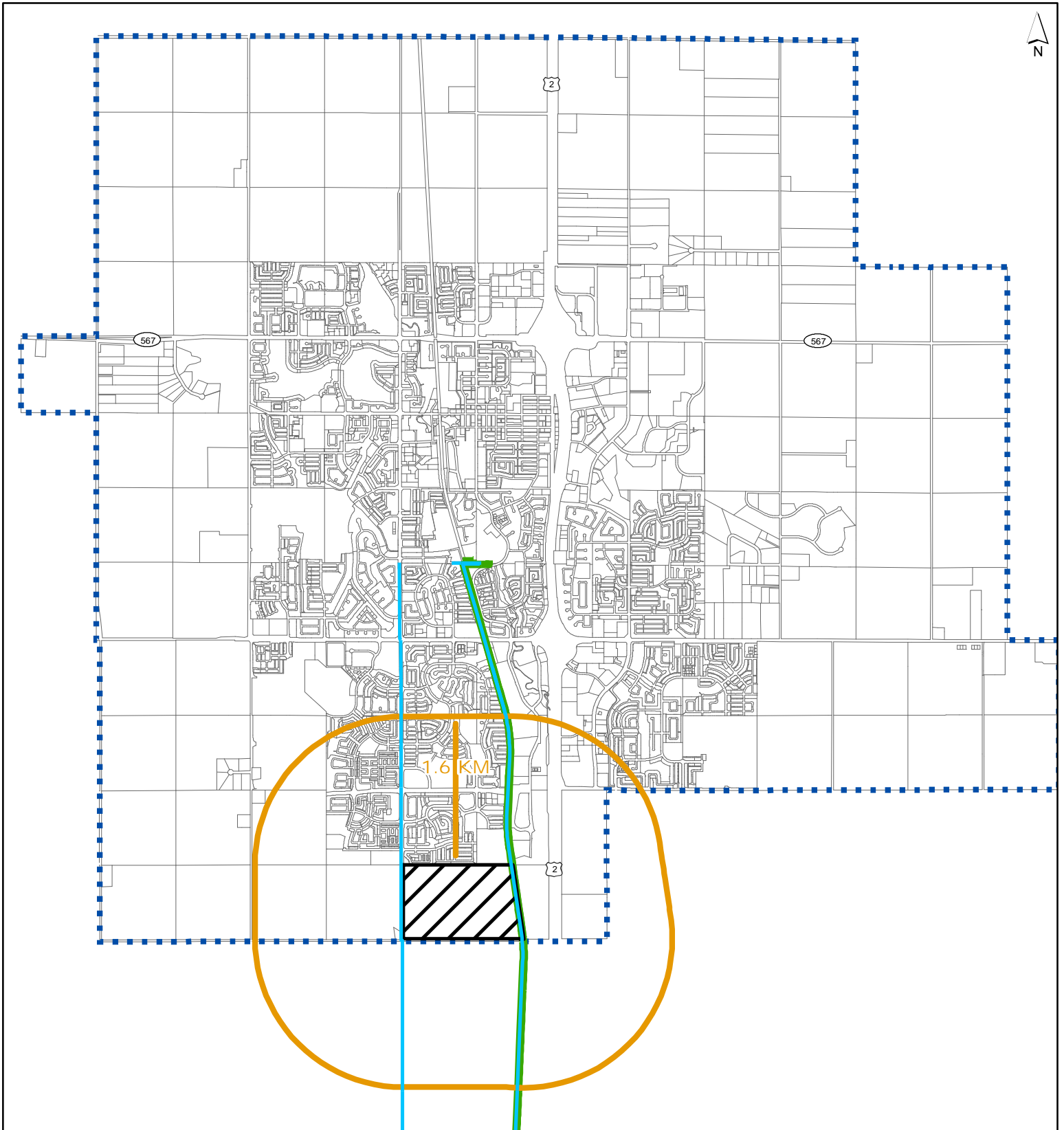


-  Airport Vicinity Protection Area
-  1.6 Kilometer Boundary Buffer
-  Plan Boundary
-  Municipal Boundary
- Active Transportation Corridors**
-  Great Trail
-  Regional Pathway

- Higher Order Transit (HOT) Corridors**
-  Existing HOT
-  Planned HOT
-  Potential HOT
- Intermunicipal Transit Corridor**
-  Public Intermunicipal Transit
-  Future Intermunicipal Transit Route

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Schedule 5: Transmission Corridors - Water and Wastewater



Legend

- Intermunicipal Water Transmission Lines
- Intermunicipal Wastewater Transmission Lines
- - - Municipal Boundary
- ▨ ASP Area Amendment
- 1.6 KM Buffer

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