

Interim Growth Plan Policy	South Airdrie Area Structure Plan Alignment
2.0 Principles & Objectives	
Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure	<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.
Principle 2: Protect Water Quality and Promote Water Conservation	<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.
Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities	<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.
<p>3.2 Region-Wide Policies</p>	
<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<ul style="list-style-type: none"> • Two correspondences were submitted to the City from RVC during the circulation period (an email and letter). RVC did not no present any issues and <u>concluded they do not have concerns with the proposed MDP / CASP amendment as presented and provided the following.</u> <ul style="list-style-type: none"> ○ RVC requested any traffic studies done for the study area and subsequent NSP TIAs include an assessment of offsite impacts. It was contemplated a TIA would not be needed for the MDP / CASP amendment submission. <ul style="list-style-type: none"> ▪ A traffic brief was completed (Watt Consulting Group) for the study area. The traffic brief concluded the traffic would increase with the proposed amendment, while the ultimate road network can handle this proposal. ○ RVC requested consideration to compatibility and interface (IDP transition and gateway polices) at the NSP stage. ○ RVC also suggested the Open Space section of the ASP be revisited to update the preamble in the ASP. Due to the scale of the CASP Parks did not see the need to update the existing Open Space section.
<p>3.2.3 Water, Wetlands & Stormwater Management</p>	<ul style="list-style-type: none"> • The ASP identifies the wetland along the west boundary as a target for preservation. The Special Study Area designation is used at to identify an area where additional studies and specific review required before it can be determined what portions are suitable for development and what portions are to be

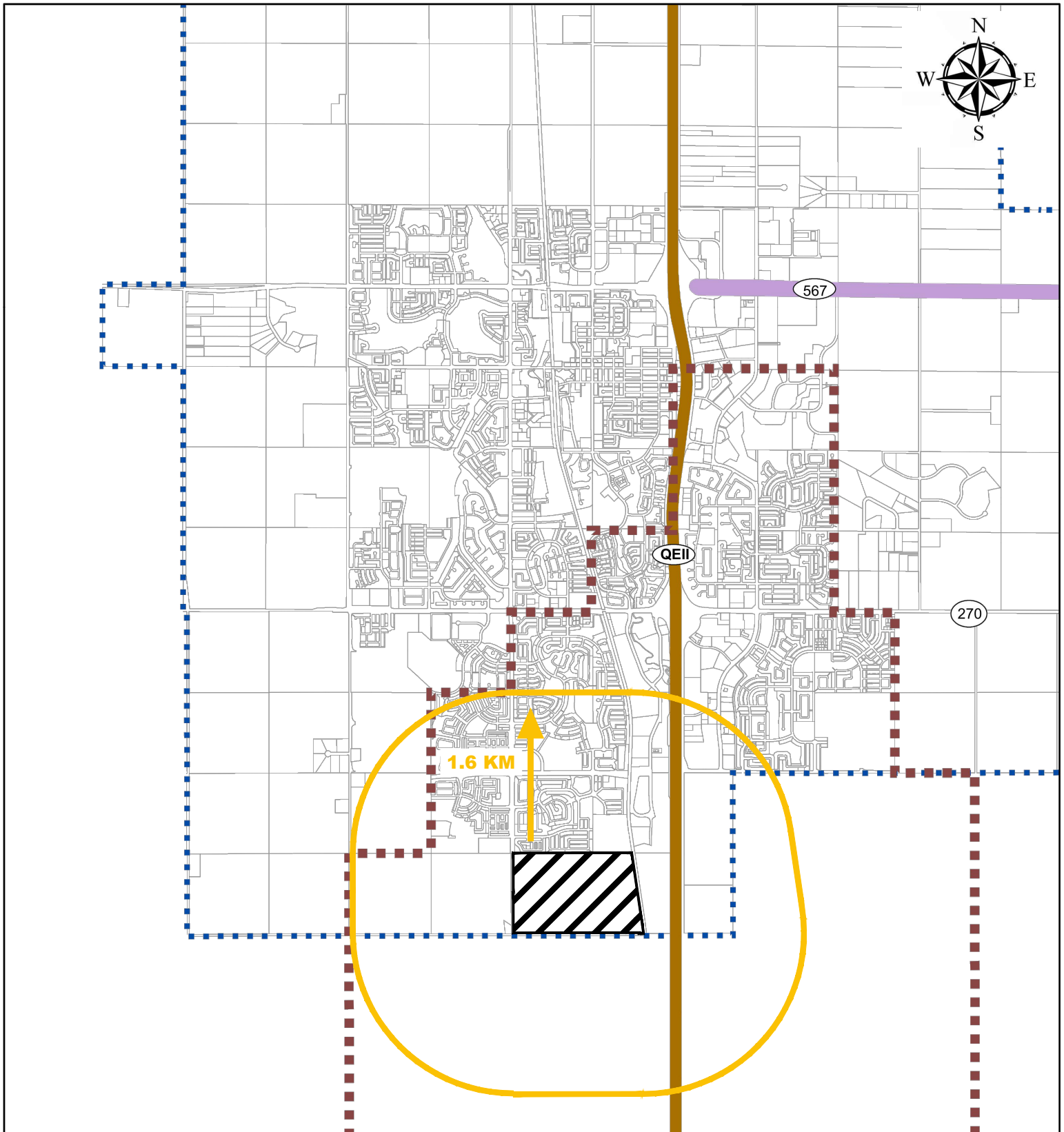
	<p>preserved. A more in-depth review of the Special Study area will be undertaken at the next statutory plan stage in keeping with the City of Airdrie Environmental Reserve Policy.</p>
<p>3.3 Flood Prone Areas</p>	
<p>3.3.1 Development in Floodways</p>	<ul style="list-style-type: none"> • Nose Creek is within the interchange footprint. A study completed by CIMA + 2019 noted re-alignment of the creek including replacement of the bridge structure crossing QE2. The report referenced the Nose Creek Flood Risk Mapping Study, Golder 2006. The Golder’s report noted the majority of the creek alignment occurs in the SE quadrant of the interchange footprint within land already owned by the Province. The performance of the creek in the area is expected to be same or better. There is also planned storm ponds within the interchange footprint to manage stormwater within the effective drainage area - about 22 hectares. The design would meet the current criteria of the AEP and Nose Creek Watershed Management Plan including flood mitigation. There are no changes anticipated to existing runoff patterns north of Township Road 264.
<p>3.3.2 Flood Protection in Flood Fringe Areas</p>	<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 density calculations were derived through the design of the ASP land use concept. In keeping with City Plan (MDP) policy density targets are established and applied across CASPs (refer to Airdrie City Plan policy 6.8 Density Targets and Ranges), individual NSP will be required to align with the targets established in the higher order CASP.
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"> A traffic brief was completed (Watt Consulting Group) for the CASP area. The traffic brief concluded the traffic would increase with the amendment area, while the ultimate road network can manage the proposed increase in traffic. A TIA will be submitted with the future Neighbourhood Structure Plan. A future TIA will offer a full understanding of the traffic patterns prior to the approval of this NSP, and also address intermunicipal comments.






3.5.2 Transmission Corridors

- Section 3.3.4 Open Space of the CASP considers that potential impacts to high interface areas should be minimized / mitigated through site design and landscape design buffers. These details would be determined at the NSP stage of the planning process. Furthermore, details on these buffer will be included at the NSP stage. The draft NSP contemplates a local pathway within the utility corridor as a buffer.

Schedule 3: Mobility Corridors -- Transportation and Trade

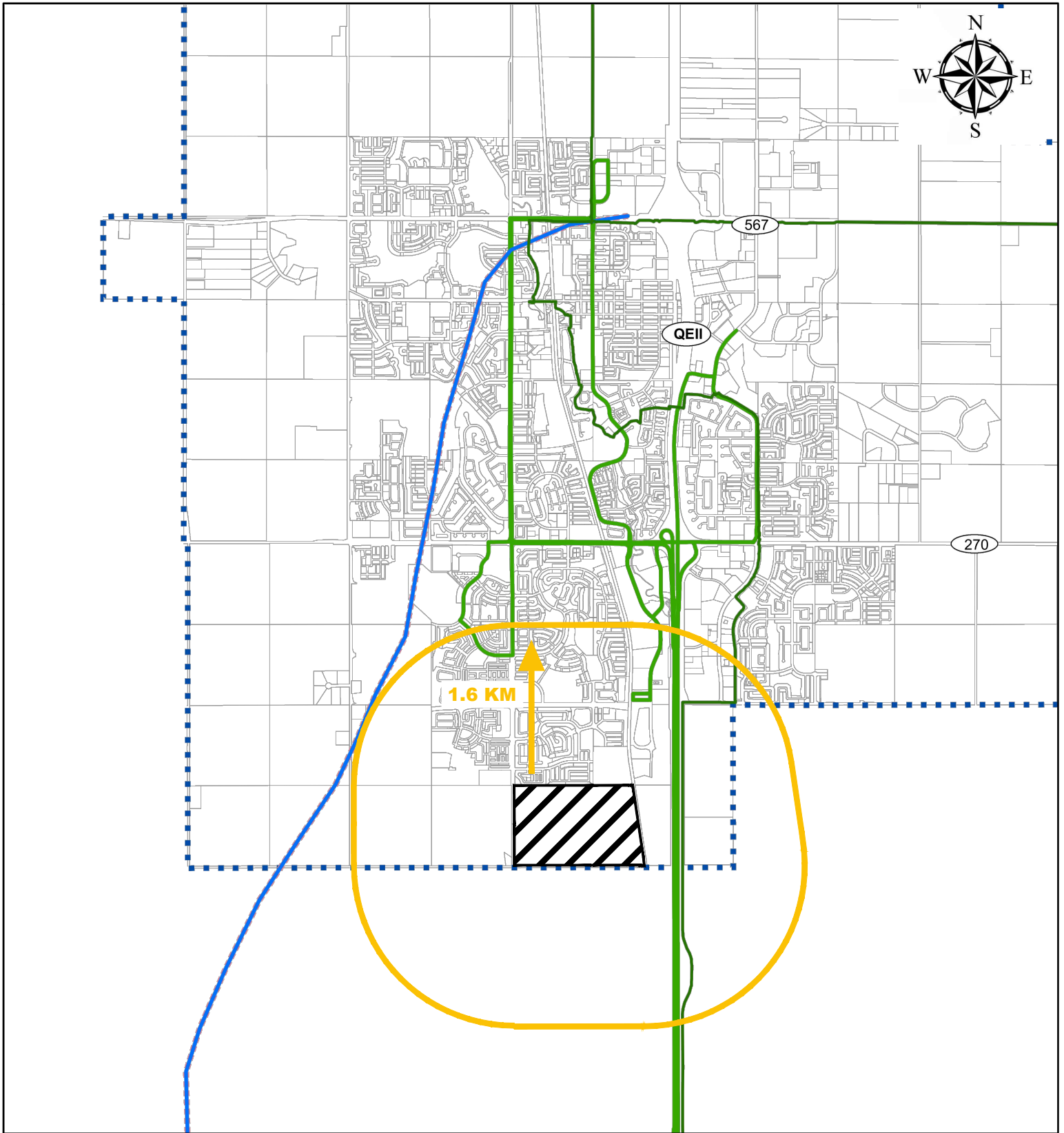


-  Airport Vicinity Protection Area
-  1.6 Kilometer Boundary Buffer
-  Plan Boundary
-  Municipal Boundary

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






**Calgary Metropolitan Region
Interim Growth Plan**

Schedule 4: Mobility Corridors -- Transit and Active Transportation



1.6 KM

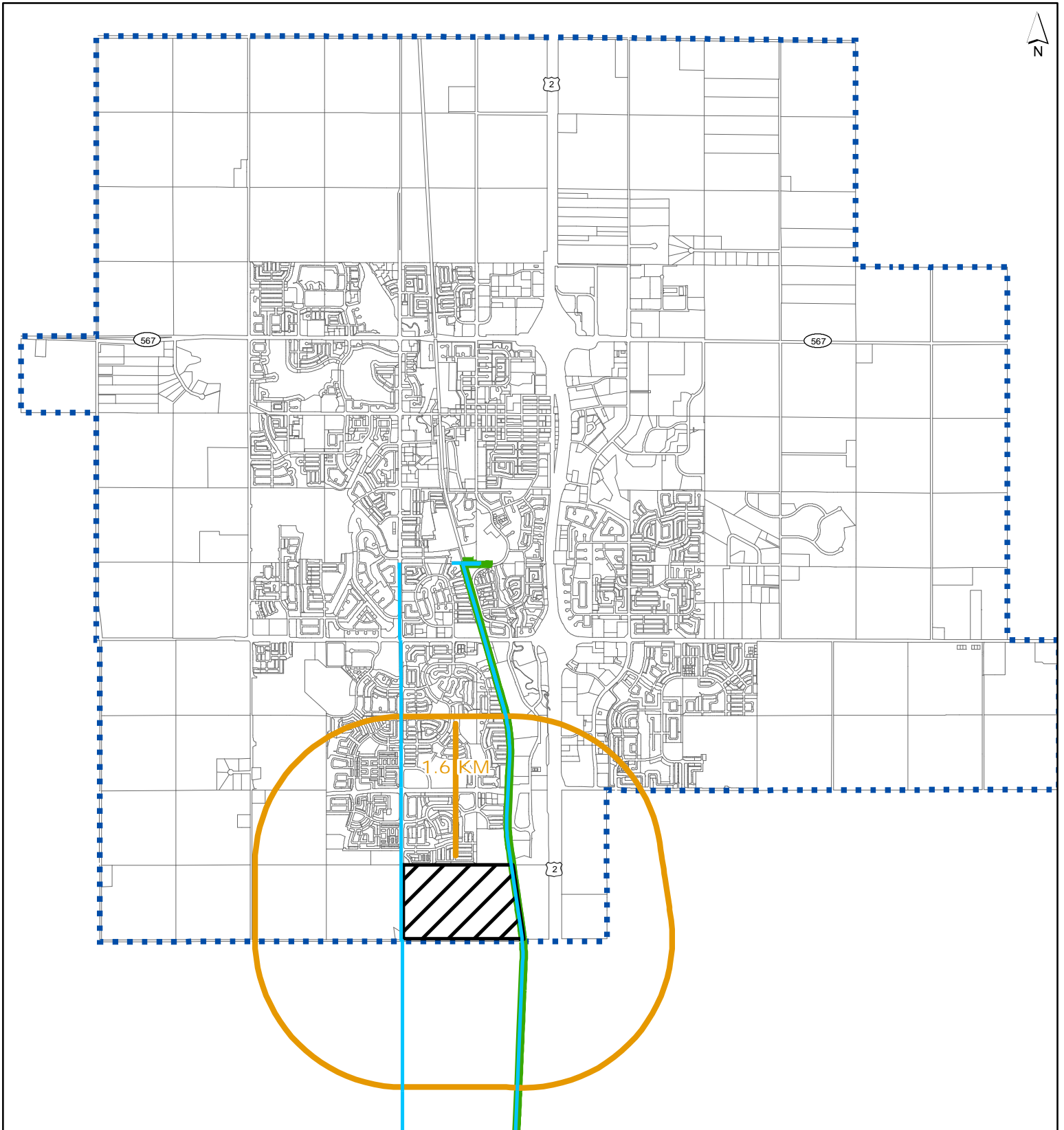
-  Airport Vicinity Protection Area
-  1.6 Kilometer Boundary Buffer
-  Plan Boundary
-  Municipal Boundary
- Active Transportation Corridors**
-  Great Trail
-  Regional Pathway

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

Calgary Metropolitan Region
Interim Growth Plan



Schedule 5: Transmission Corridors - Water and Wastewater



Legend

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

Calgary Metropolitan Region
Interim Growth Plan