



COUNCIL – AGENDA REPORT

Meeting Date: 17 May 2021

Subject: Bylaw No. B-16/2021 – SE Yankee Valley Blvd CASP
Bylaw No. B-17/2021 – SE Airdrie CASP Amendment

Boards Routed Through: Land Allocation Committee | Planning Commission

Date: 28 September 2020, 22 March 2021 | 15 April 2021

Issue:

Airdrie City Council is being asked to give First and Second Readings to Bylaw No. B-16/2021, being a bylaw to adopt the Southeast Yankee Valley Boulevard Community Area Structure Plan (SEYVB CASP) and Bylaw No. B-17/2021, being a bylaw to amend the Southeast Airdrie Community Area Structure Plan to facilitate the adoption of the SEYVB CASP.

Background:

Council adopted the *12 Thousand Acres Plan* (12K Plan) in June 2018 to provide an outline of preliminary land uses, estimated development timing, and boundaries of future CASP areas for the lands annexed in 2012 – including the SE Yankee Valley CASP. In January 2019, Council reviewed a justification report for the SEYVB CASP area to allow statutory planning to proceed for this area, per Section 2.14 of the Airdrie City Plan. The justification report highlighted a strong balance of residential, open space, and non-residential lands (including aviation-related industry).

Stantec Consulting Ltd. submitted a formal application for the SEYVB CASP on May 21, 2020 on behalf of the landowner group: Airdrie AirPark (Binder Capital), Pollyco Group of Companies, Ronmor Developers Inc., and Melcor Developments Ltd. The SEYVB CASP intends to establish a community at the southeastern gateway of Airdrie, using Yankee Valley Blvd (the Plan's namesake), the future Range Road 292 corridor, and the future 40th Ave SE extension. The CASP proposes to include a prominent mixed-used employment corridor along Yankee Valley Blvd and residential neighbourhoods based upon best practices in urban design. Employment opportunities are also augmented by the incorporation of the Airdrie AirPark lands which helps achieve the City's financial sustainability.

Since the original submission, Administration has worked extensively with the proponents to ensure that the CASP is consistent with the City's higher order plans and policies. Attachment #2 of this report includes a copy of the proposed SE Yankee Valley Blvd CASP.

Site Context

Location & Existing Conditions

The SE Yankee Valley Blvd CASP lands are located in the southeast quadrant of Airdrie and are comprised of 8 quarter sections or ±516 hectares (±1275 acres). The plan area is bordered by Rocky View County to the east and south; the communities of Ravenswood and Lanark to the west; and flanked by Yankee Valley Blvd SE to the north. North of this are rural residences and agricultural land for which no statutory plans exist. The plan area is legally described as:

- East half of Section 34, Township 26, Range 29, West of the 4th Meridian
- All of Section 35, Township 26, Range 29, West of the 4th Meridian
- West half of Section 36, Township 26, Range 29, West of the 4th Meridian

The subject lands include several topographical features like wetlands, small-scale glacial erratics, semi-natural grassland, and agricultural farmlands. The plan area is generally flat with elevation ranges from 1093m to 1115m over general sloping (<2%) from north to south. The highest elevations are in the northeast. The western lands drain primarily to the southwest with small drainage courses throughout the plan area. Location and context maps are included as Attachment #4.

Currently, the predominant land uses within the SEYVB CASP area are agriculture, aviation, and industrial operations. Some rural estate properties exist but make up only a minor portion of the plan area. More specifically, the existing land use districts are:

- **AP, Airport Employment** – Airdrie AirPark and surrounding operations
- **RB-G, Rural Business General** – Industrial manufacturing, mini self-storage
- **DC-A32, Direct Control** – Helicopter repair and maintenance facility
- **AG, General Agriculture** – Agricultural operations
- **F, Rural Farmstead** – Rural acreages

Land Ownership

There are approximately 13 different property owners with the CASP area. A significant portion, around 96%, is owned by the four CASP proponents and the ±516 hectares (±1275 acres) is divided as follows:

Landowner Name	Area (Hectares/Acres)	Percentage
Airdrie AirPark	240ha / 595ac	46.5%
Melcor Developments Ltd.	128ha / 316ac	24.8%
Pollyco (Airdrie East) Land Corporation	65ha / 160ac	12.5%
Ronmor Developers Inc.	60ha / 147ac	11.6%
All other landowners	18.8ha / 46.6ac	3.6%

A map summary of all CASP area landowners is included with the SE Yankee Valley Blvd CASP document on page 9 (Attachment #2).

Mitigation of Site Constraints

Oil & Gas Facilities

In Alberta, development within proximity to oil and gas facilities is regulated through the *Municipal Government Act's* (MGA) Subdivision and Development Regulations. These Regulations are supported by the Alberta Energy Regulator (AER) who sets minimum setbacks for development near these facilities. Notwithstanding Provincial regulations, local governments are then able to establish additional setback requirements and provisions.

In the absence of a citywide oil and gas policy, the SE Yankee Valley Blvd CASP contains policies that seek to minimize potential environmental hazards and disruption to future residential uses. **Section 1.8** of the SEYVB CASP outlines specific policies related to abandoned wells and pipelines. Some of these policies include:

- **1.8.1.1** – *All development around an abandoned well site must comply with AER directives and regulations, as well as other applicable laws or regulations.*
- **1.8.1.3** – *Abandoned wells shall not be located within residential lots and should assume land uses that will allow for maintenance should the abandoned well ever require servicing (such as open space/park areas, walkways, public utility lots, or other easily accessible public areas).*
- **1.8.2.1** – *At time of NSP/land use, land containing any active pipeline rights-of-way must be redesignated to public utility lot and have separate titles. This does not preclude lands containing pipeline rights-of-way from being granted alternative land use designations, however, they should be abandoned and relocated if possible and/or feasible during NSP/land use stage.*
- **1.8.2.2** – *To the extent possible, abandoned pipelines should be removed during stripping and grading and any remediation undertaken at that time, coordinated between the developer and the licensee.*

The CASP area has one natural gas well drilled in 1977 and abandoned in 2013. This well, located at the southeast corner of Section 35 and north of 40 Ave SE, was cleared in 2017 and all evidence of the well site removed. The plan area also contains both operating and abandoned natural gas pipelines. The three operating high-pressure gas lines run along the south side of Yankee Valley Blvd and turn north-south along the eastern border of Section 34. The abandoned pipelines run north-south along the eastern boundary of the AirPark lands. **Map 3 Existing Conditions** on page 11 in the CASP document shows these pipelines and the abandoned gas well (Attachment #2).

Background Studies

Biophysical Inventory

A Biophysical Inventory (BI) report was conducted by Tannas Environmental in February 2020. This report provides information on the area's biotic and abiotic organisms and identifies environmentally significant areas and natural features. **Map 6 Land Use Concept** and **Section 3.2 Environmental Open Space Study Area** illustrate the findings of this BI report, which found:

- 21 waterbodies of varying classes (3 ephemeral, 14 wetlands, 4 dugouts);
 - 4 Crown-claimed waterbodies
- 16 wildlife species (12 birds, 4 mammals)
 - 1 sensitive species, the American Badger
 - All other species are considered 'secure'

A Biophysical Impact Assessment (BIA) will be required with each Neighbourhood Structure Plan (NSP) submission to assess potential biophysical impacts from the proposed land development and recommend appropriate mitigation measures. This will serve to ensure long-term viability of any retained environmentally significant areas and natural features. Policies speaking to this are found on page 46 of the CASP document (Attachment #2).

Environmental Site Assessment

Conducted by Cirrus Environmental in September 2020, a *Phase 1 Environmental Site Assessment* (ESA) found that further environmental assessment work needs to be conducted at the subsequent NSP stages. This work, including sampling and testing, would be completed in accordance with applicable Alberta Environment and Parks (AEP) or Alberta Energy Regulator (AER) regulations.

The *Phase 1 ESA* identified a need to determine if groundwater and/or soil was impacted by oil and gas activities within the CASP area. As well, eight areas of potential environmental concern were noted for further analysis:

- 1) Aircraft Fueling Station located on the taxiway (no evidence of leaks/spills)
- 2) Large Wood Hangar Building Area located at the end of the airstrip taxiway (localized soil impacts are anticipated)
- 3) Aircraft Boneyard located adjacent to Airdrie Mini Self-Storage (potential contamination concern)
- 4) AirPark Groundwater (additional testing required for hydrocarbons)
- 5) Abandoned Oil & Gas Well site (additional testing for soil, groundwater)
- 6) Former Homestead located in the SE corner of Section 34 (potential environmental concern)
- 7) Former Private Aircraft Hangar Area located in the SW corner, near the western boundary (potential for leaks and spills)
- 8) Alberta Pallet Site (potential historical contamination from military, aviation, and industrial use)

The Phase 1 study recommends that further environment assessment work be conducted as there is actual and potential contamination in these indicated areas. The recommended solutions from this assessment work will form part of the future NSP submissions.

Transportation Impact Assessment

Stantec submitted a Transportation Impact Assessment (TIA) in March 2021. This study identifies the roadway and intersection improvements necessary to address development-related impacts, like traffic volume and appropriate road configurations. The TIA takes policy direction from the City's *Transportation Master Plan 140K (2020)* to ensure that the CASP area has capacity in its street network for transit users, pedestrians, cyclists, and vehicles.

The TIA considers the proposed transportation network to be capable of supporting the ultimate build-out of the CASP lands and recommends several intersection configurations (e.g., two to four lanes, signalized, dual lefts) throughout the plan area. **Map 13 Street Network** on page 58 of the CASP document shows the proposed road connections and arterial- and collector-level roads.

Master Drainage Plan

Prepared by Stantec Consulting, a master drainage plan (MDP) has been submitted which provides management guidelines for stormwater control. The MDP details staged interim and ultimate strategies for the CASP and will be re-confirmed at each subsequent NSP stage. CASP policies relating to storm servicing are found in **Section 5.0 Servicing & Utilities** (page 60) and specifically **Section 5.4.1** (page 70) and include:

- **5.1.1.1** – *The location, size, and general standards of water, sanitary sewer and stormwater management systems shall conform to the City’s guidelines and Standards.*
- **5.1.1.3** – *At time of NSP submission, principles regarding allocation of capacity in existing systems, which may be prioritized for employment lands, shall be determined by the City in conjunction with the developer(s).*
- **5.4.1.1** – *Stormwater management facilities (storm pond locations) shall be provided generally as shown on **Map 16 Storm Servicing** (page 71). The exact sizing and location of ponds and facilities shall be refined at the NSP stage.*

The Master Drainage Plan outlines strategies to mitigate potential risks and changes to water quantity, quality, and the control of off-site discharge water. These strategies, designed to facilitate growth of this CASP to the greater benefit of the City, include findings such as recommending:

- additional drainage assessment of the AirPark lands for continued development;
- appropriate stormwater volume and discharge targets;
- sufficient capacity within the entire CASP development area;
- considerations for the Nose Creek Watershed;
- a new, regional storm sewer trunk installed alongside 40th Ave SE;
- combine shared land uses (e.g., municipal reserve, public utility lots) with stormwater management facilities for the most effective community outcome;
- integrate Crown-claimed natural wetlands into development plans so they have an appropriate water supply;
- collect stormwater for anticipated use as irrigation for parks; and
- CASP development to generally follow the alignment of proposed water, sanitary, and stormwater services.

Deep Utility Servicing Strategy

The CASP’s deep utility servicing strategy was prepared by Pasquini & Associates Engineering in November 2020. This report is based upon municipal documents such as the *Airdrie Utility Master Plan (UMP)* and provides strategic deep utility direction based upon a “post-110,000 growth horizon” for a residential population for 169,000 people. The deep utilities (buried at a depth of >2.5m) include sanitary, water, and storm infrastructure. All

servicing infrastructure needs will be investigated further at each Neighbourhood Structure Plan stage of planning and adequate rights-of-way will be provided as required.

Specifically, the strategy states that sanitary servicing will occur through the installation of both regional (City capital) and local, developer-funded infrastructure. Stage 1 of this strategy includes the gravity sewer pipe system which will be extended south and west from development within in the CASP to the future regional sanitary sewer trunk installed along 40th Avenue SE. This regional trunk will extend west from Range Road 292 where it will then head south, and west, across Highway #2 to future City Lift Station #8. Sanitary flows will then be pumped from this lift station to the City of Calgary. Stage 2 will provide interim servicing for the other seven quarter sections of the CASP through additional infrastructure required to facilitate development, per **Map 14 Sanitary Servicing** on page 64 of the CASP.

Regarding water servicing, the majority of the CASP resides within the new Northeast Pressure Zone except for a small area in the southwest of the plan. To provide water servicing to the Northeast Pressure Zone, additional storage will require construction and commissioning of the new Southeast Reservoir in the CASP area. This reservoir will see a water main extended for the complete servicing the CASP lands and other lands within the Pressure Zone. A map of the water servicing is found on page 67 of the CASP document.

Storm servicing will be provided through controlled and treated storm discharge through a new regional storm sewer trunk also installed parallel along 40th Avenue SE. This trunk would empty into a future stormwater wet pond located at the southeast corner of the Highway #2/40th Avenue SE interchange. Precise stormwater pond locations will be determined as part of the Staged Master Drainage Plans at each subsequent NSP stage. Policies in the CASP outline best management practices (e.g., incorporated oil grit separators; controlled release into the Nose Creek watershed; reuse of irrigation for public green spaces; preservation of wetlands; and fully retaining stormwater management within a site). **Map 16 Storm Servicing** is found on page 71 of the CASP document.

Historic Resource Review

As part of the review of the CASP area, Lifeways of Canada Ltd provided a historical resource review. This review, conducted as a requirement of the *Historical Resources Act* (HRA), focuses on the paleontological, archaeological, prehistoric, historical, cultural, natural, scientific, and/or aesthetic value of the subject lands. Within the SEYVB CASP, historical resources include an early homestead, potential pre-contact First Nations sites, and the Airdrie AirPark – which was once a World War II-era airstrip used as part of the British Commonwealth Air Training Plan in the 1940s.

HRA approval was granted to the CASP proponents to continue with development. However, additional historical assessment will be required for certain areas of the CASP which have high potential for archaeological resources (Sections 35, NW-36, SW-36, Twp-26, Rge-29, W4M).

The SEYVB CASP proposes several policies which speak to ensuring protection for historical resources including:

- **1.6.1.2** – *Future development proposals in the plan area (including NSP, subdivisions, and related infrastructure) must be referred to the Historic Resources Management Branch for review by Alberta Culture, Multiculturalism and Status of Women.*

- **1.6.1.3** – Where required, the Applicant will, to the satisfaction of Alberta Culture, Multiculturalism and Status of Women, undertake protective or mitigative measures identified in an Historical Resources Impact Assessment (HRIA) report.

AirPark Employment Study Area

The *SE Yankee Valley Boulevard CASP Justification Report* outlined a Special Study Area within the Airdrie AirPark lands. This area was to be planned fully residential or non-residential development as the AirPark explored various opportunities. After review, the applicants have proposed to develop this portion of the CASP as residential. Sections 5.6 and 5.7 of the Airdrie City Plan require applicants to justify a departure from proposed employment lands. To support the proposed change in land use categories from the 12K Acres Plan, the applicants submitted the *Employment Land Rationale Report* (2021) prepared by Urban Systems (see Attachment #5). Administration supports this proposal for reasons stated within the *Rationale Report* including, but not limited to:

- demonstrated evidence that the types of employment opportunities having competitive advantages in this area will provide an equal or improved degree of assessment value and employment numbers;
- the SEYVB CASP being a net contributor to the City's 75:25 assessment split even with a fully residential Study Area scenario;
- full built-out of the CASP will have a non-residential assessment proportion of 35%; and,
- the manner that two previously approved stormwater ponds limit the attractiveness of the Study Area for industrial development.

At the direction of Administration, the applicants have included policies in the CASP to ensure that future land use decisions and marketing efforts optimize the remaining employment lands develop as light-industrial condo development, or similar, with increased density and higher tax assessments.

Development Overview

Land Use Composition

The SE Yankee Valley Blvd CASP is comprised of five Neighbourhood Areas, each incorporating a mix of land uses which contribute to the goal of a complete community. Low and medium density residential areas comprise much of the west and central areas of the Plan, with Employment Lands focused on the eastern four quarter sections. As seen on **Map 8 Land Use Concept** (page 30), five school sites, three stormwater ponds, two commercial nodes, and one district open space node are identified.

The active aviation operations of the Airdrie AirPark have a unique influence on the development of this CASP. Transport Canada regulates development through Noise Exposure Forecast (NEF) contours that place restrictions on the land uses related to the degree of noise impact and safety. Consequently, the NEF contours have played a significant role in consideration of land use placement.

In recognition of the historic contribution of the Airdrie AirPark to the Allied World War II effort, elements of this aviation history may be incorporated as part of the community identity for these future neighbourhoods.

Overall, the CASP will achieve a density of residential density of 8.0 units per developable acre (20 units per developable hectare) with **4,651 dwellings**. This translates to a population projection of **12,557 people** and up to **11,490 jobs**. Policies related to the land use composition are found on page 29 of the CASP document and include:

- **2.1.1.5** – *NSPs submitted within the SEYVB CASP must demonstrate how they contribute towards achieving the overall density goals for the Plan Area.*
- **2.1.1.6** – *Development near the Airdrie AirPark may have additional design considerations, such as height and use restrictions within certain Noise Exposure Forecast (NEF) contours, to ensure compatibility with airport operations. Development within NEF contours must comply with appropriate development controls at the municipal, provincial, and federal levels, where applicable.*
- **2.3.1.3** – *A NSP shall be prepared for each neighbourhood area.*

Neighbourhood “A”

The two most western quarter sections make up Neighbourhood “A”, with Melcor Developments being the landowner. Within this neighbourhood is a mix of low- and medium-density residential uses. A strip of commercial/mixed use is located to the north along the south side of Yankee Valley Blvd SE and another commercial/mixed use strip in the southeast along the proposed placement of Range Road 292. Range Road 291 is being relocated to the middle of Neighbourhood “A” as its primary north-south collector-level road for which two elementary school sites directly adjacent. Also located within the Neighbourhood are environmental study areas (wetlands) and a District Open Space Node which will provide regional outdoor recreational use. A stormwater pond is in the southwest area of the Neighbourhood adjacent to the Lanark community.

Neighbourhood “B”

Neighbourhood “B”, owned by Pollyco, is one quarter section in size and is located to the east of Neighbourhood “A” and south of Neighbourhood “C”. Neighbourhood “B” will include the primary southern entrance point to the SEYVB CASP with the creation of Range Road 292 between Yankee Valley Blvd SE and 40th Avenue SE. Within Neighbourhood “B” is a mixed of low- and medium-density residential uses, a commercial/mixed use area, and a neighbourhood commercial node. Other features include a stormwater pond, an elementary school site, and portions of the CASP’s only high school site.

Neighbourhood “C”

The landowner of Neighbourhood “C” is Ronmor Developers and is located to the north of Neighbourhood “B”. Features within Neighbourhood “C” include the continuation of the commercial/mixed use strip along Yankee Valley Blvd SE, mentioned within Neighbourhood “A”. The northern entrance to the CASP lands at Range Road 292 and Yankee Valley Blvd SE is located within Neighbourhood “C”. Along with a portion of the high school site, there are also a stormwater pond, an elementary school, and environmental study areas.

Neighbourhood “D”

Neighbourhood “D” is one of two neighbourhoods owned by the Airdrie AirPark. Neighbourhood “D” is unique in that it is identified in the *SE Yankee Valley Boulevard CASP Justification Report* as a “study area” which was explored as either being classified as

completely residential or industrial/employment. Per above, this area is proposed as predominantly low-density residential with two storm ponds previously approved by Alberta Environment and Parks.

Neighbourhood “E”

Neighbourhood “E” is the final and largest neighbourhood within the CASP, also owned by the Airdrie AirPark. Proposed to provide ±181 hectares (±448 acres) as employment lands, this area includes the active airport runway, aircraft hangars, helicopter repair facilities, and light industrial uses. Employment lands are considered best for this area as the close proximity to the AirPark provides unique aviation-related advantages and possibilities for industrial and business operations. CASP policies speak to ensure that preference is given to industrial and mixed business/employment uses over commercial ones.

Schools

The intent of the CASP is to identify the general locations for the four elementary schools, high school site, and associated playfields. The number and locations of school sites has been made in coordination with the Planning Department and the Land Allocation Committee (LAC). Lands for the elementary schools will be dedicated as Municipal Reserve through the subdivision process. While conversation regarding the land assembly method for the high school still is ongoing, the SEYVB CASP proposes policies aimed at meeting the overall land assembly objective for this CASP area. If, by the time of subdivision endorsement, no other resolution has been adopted, then the CASP developers will pay a per-lot levy and register a Deferred Reserve Caveat on the remaining unsubdivided lands to require proportional payment to purchase lands for the high school (+/- 20 acres). The Land Allocation Committee supports the proposed location of the high school, noting the requirement to meet the provincial site readiness requirements at the time of subdivision application.

At the time report submission, two school site locations were still under discussion between the LAC and the CASP proponents. The locations of the two most northern elementary school sites are not currently supported by the LAC for reasons included in the “Board Routed Through” section of this staff report. The *LAC Response Memo* also provides the applicant’s response for elementary school positioning.



Figure 1 - LAC supported elementary school locations

Locations for the school sites in Airdrie are determined using policies laid out in the *Airdrie City Plan* and the *Reserve Agreement* between the municipality and the school jurisdictions serving the municipality. Some of these policies include:

Chapter 9.4 Facility Siting – *When reviewing area structure plans...the City will require that designated school sites be shown and will ensure the following criteria are addressed:*

- a) Sites and lot configurations should consider buildings. Portables, parking and loading requirements as well as play fields.*
- b) New school facilities should be located on collector roads and may flank arterial roads.*
- c) To the extent possible, new school sites will be situated in a location which will minimize hazards associated with students crossing arterial roads. The City will ensure that adequate pedestrian circulation systems are incorporated into development plans to minimize potential dangers associated with vehicular traffic.*
- d) Where a new school facility is located adjacent to a municipal park, the site design will ensure that the school and park facilities are integrated for pedestrian movement between the two sites.*

Land Reserve Agreement

2.1 School Site Location – *The NSP level will specifically locate school sites/joint use sites within the neighbourhood and each site should:*

- Front onto at least two through-roads, with at least one of those roads being a collector road. The other road needs to accommodate on-street layby (for buses). High schools should front onto at least one collector road and be adjacent to an arterial road;*
- Capitalize on local and regional pathway systems to maximize walking and cycling accessibility. High schools are more likely to be located on the edges of communities because of their proximity to arterial roads; and*
- Be located away from industrial and regional commercial areas, highways, railway lines, electrical corridors, oil and gas lines and wells, cell phone towers, or any other land use that may have a negative impact.*

Based upon review of municipal policies and rationale provided by both parties, Administration concurs with the Land Allocation Committee that these two elementary schools be generally located in the areas requested by the LAC. This is based upon planning considerations regarding:

- New Central Location in north Neighbourhood “A”** – a more centralized within the neighbourhood; situated at two regional pathways giving great accessibility between other school sites; closer accessibility to environmental study areas and open space; the single collector-road is capable of bus layby lanes; and located away from regional commercial areas.
- New Central Location in Neighbourhood “C”** – a more centralized within the neighbourhood; situated closer to two environmental studies; the single collector-road is a capable of bus layby lanes; and located away from a major 4-lane (or greater) arterial road in consideration of safety for the younger age group.

Open Space & Parks

The open space, park, and pathway network is one of the key features of the SE Yankee Valley Blvd CASP. The open space concept is designed to accommodate a range of passive and active recreation activities through a series of stormwater pond facilities and regional pathway connections. Park locations, to be provided as Municipal Reserve, will function as focal points in neighbourhoods and will use *Great Places Plan* policies to capture the required area, sizes, configurations, and intended programming. **Map 11 Regional Pathway Network** (page 53 of the CASP document) lays out the regional multi-use pathways which minimize street crossings and are located on the northern and eastern sides of roads where possible to take advantage of maximum sun exposure.

The CASP also includes a District Open Space Node identified in the *Great Places Plan*. This Node, provided in the southwest corner of the CASP is proposed adjacent to a school site and will have an “immersive trail system”, unique landscape features, and many amenities for outdoor recreation activities. While the exact programming for the District Open Space Node will be determined at the NSP stage, Administration has identified a community need to include outdoor multi-use facilities for pickleball, tennis, and hockey. The District Node is approximately 4.0 hectares (10 acres) in area and, if included with the school site playground and sportsfield features, may increase to ±16 hectares (±40 acres). This provides opportunity to accommodate some or all of these defined community recreation needs.

Several environmental open space study areas like natural waterbodies or wetlands are identified within the CASP. These lands will require further investigative studies during the NSP and subdivision sages to determine their environmental significance and if development on them should occur. If these study areas are to remain, then will be retained as Environmental Reserve (ER).

Transportation & Mobility

A significant portion of CASP lands cannot currently be reached within the existing transportation network. As a result, significant improvements to both Yankee Valley Blvd SE and 40th Ave NE as well as new alignment of Range Roads 291 and 292 will be constructed as development commences. Development of these streets and internal collector-level roads will provide a transportation network intended to support a local and prosperous economy with multi-modal connections. Strong prioritization of pedestrian, cyclist, and transit connections will help ensure well integrated neighbourhoods and a healthy use of the open space network.

The ultimate build-out of the CASP’s transportation system will see the following improvements made:

- Yankee Valley Blvd SE increased to 4-lanes;
- a north-south 4-laned Range Road 291 connection created through Neighbourhood “A” linking Yankee Valley Blvd SE to 40th Ave NE;
- a north-south 4-laned Range Road 292 realigned through Neighbourhoods “B” and “C” linking Yankee Valley Blvd SE to 40th Ave NE;
- a 2-laned 40th Ave SE extended eastwards; and,
- various 2-laned collector-level roads created throughout the CASP area.

Phasing & Implementation

Development staging will generally follow a west-to-east and north-south direction. This is based upon the alignment of proposed water, sanitary, and stormwater servicing which may see some sites ready for development sooner than anticipated. Following CASP approval, the timeline of this development would be heavily reliant on the pace of servicing and market conditions.

The general order of development is outlined on **May 17 Development Sequencing** (page 75 of the CASP document). Policies in the proposed CASP identify that any future changes to this order will require an amendment.

Funding & Finance

Recognizing that new infrastructure will be required to support this development in the annexed area, CASP proponents are expected to 'front-end' infrastructure for the benefitting lands. Proposed are Funding Commitment policies requiring a front-ending obligation submitted to the satisfaction of the City prior to the First Reading of any NSP within the CASP. Some of these policies on page 72 of the CASP document include:

- **5.5.2.3** – *Preservation of 10% servicing capacity for non-residential development.*
- **5.5.1.6** – *Front-ending reimbursement methodology that follows the ultimate 'Funding and Financing Model' currently being negotiated between the development industry and the City.*
- **5.5.1.7** – *Acknowledgement that the City is under no obligation to supplement (financially or otherwise) servicing capacity if the required infrastructure should not provide benefit for all of the lands within the SEYVB CASP.*

Mineral Rights

Policy language regarding mineral ownership and rights has been provided to address municipal planning impacts associated with oil and gas development while ensuring meaningful consultation with affected mineral title holders. These policies can be found on page 19 of the CASP document.

Mineral rights holders within the CASP area were contacted as part of the public engagement process in February 2020. No responses or objections were received from landowners with private mineral rights interests on Title within the plan area.

Rocky View County Interface

The SEYVB CASP shares borders with Rocky View County (RVC) to the south and east. Administration circulated this application to RVC, who requested that supporting policies be added to ensure collaboration on land use compatibility as development moves forward. As Neighbourhood Structure Plans (NSP) are received, the County will continue to have opportunity to review interface issues. Interface policies, including those requested by the County, are found on page 21 of the CASP document under **Section 1.9.3**. Overall, this interface area will be subject to ongoing intermunicipal circulation between the County and the City of Airdrie. In accordance with the *Intermunicipal Development Plan (2001)*, Airdrie and Rocky View County will continue to coordinate on future development (e.g., servicing corridors, land use applications, development permits) for this CASP area.

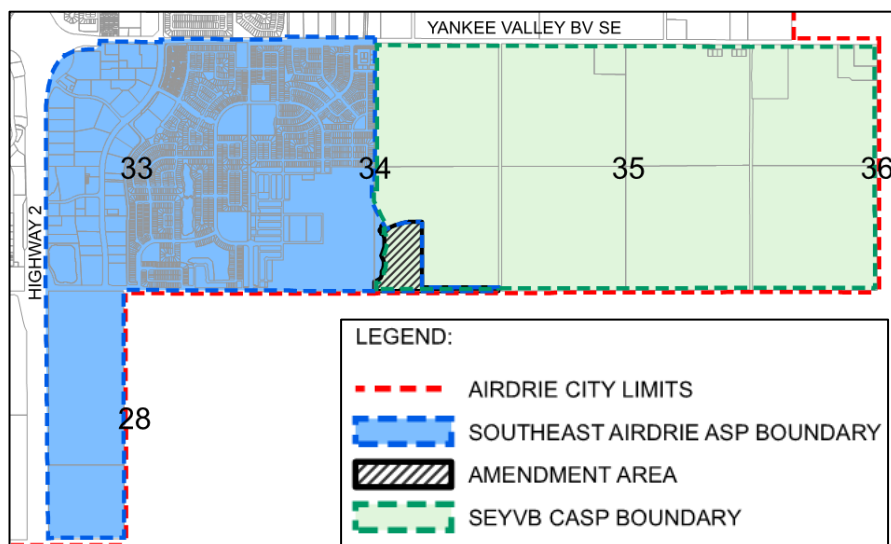
Council adopted the *12 Thousand Acres Plan* (12K Plan) in June 2018 to provide an outline of preliminary land uses, estimated development timing, and boundaries of future CASP areas for the lands annexed in 2012 – including the SE Yankee Valley CASP. In January 2019, Council reviewed a justification report for the SEYVB CASP area to allow statutory planning to proceed for this area, per Section 2.14 of the Airdrie City Plan. The justification report highlighted a strong balance of residential, open space, and non-residential lands (including aviation-related industry).

Stantec Consulting Ltd. submitted a formal application for the SEYVB CASP on May 21, 2020 on behalf of the landowner group: Airdrie AirPark (Binder Capital), Pollyco Group of Companies, Ronmor Developers Inc., and Melcor Developments Ltd. The SEYVB CASP intends to establish a community at the southeastern gateway of Airdrie, using Yankee Valley Blvd (the Plan's namesake), the future Range Road 292 corridor, and the future 40th Ave SE extension. The CASP proposes to include a prominent mixed-used employment corridor along Yankee Valley Blvd and residential neighbourhoods based upon best practices in urban design. Employment opportunities are also augmented by the incorporation of the Airdrie AirPark lands which helps achieve the City's of financial sustainability.

Since the original submission, Administration has worked extensively with the proponents to ensure that the CASP is consistent with the City's higher order plans and policies. Attachment #2 of this report includes a copy of the proposed SE Yankee Valley Blvd CASP.

SE Airdrie CASP Amendment

To facilitate the adoption of the SE Yankee Valley Blvd CASP an amendment is required to the SE Airdrie CASP to remove ±12.6 hectares (±31.1 acres) of land from the SE Airdrie CASP that Council had approved to support a previous request for a man-made lake and community in the southwest portion of this current application area. The amendment repeals the existing CASP for that geographic area to allow for the adoption of the SEYVB CASP instead. Amended SE Airdrie CASP figures are contained within Attachment #1 the SEYVB CASP.



Stakeholder Engagement

As part of the CASP review process, Administration circulated this application to external agencies for feedback. Rocky View County provided feedback on the application, per above. Staff worked with the CASP proponents to review and address all comments received.

Prior to the public engagement virtual open house held on March 4, 2021, a webpage was created on the city's website providing residents with information on the development partners for this project and a link to the proposed SE Yankee Valley Blvd CASP. Area landowners and residents were invited to attend, and a copy of their feedback has been provided as a "What We Heard" report (Attachment #3).

In accordance with the *Municipal Government Act*, Council will be required to forward the CASP to the Calgary Metropolitan Regional Board (CMRB) between First and Third Reading of the proposed Bylaw No. B-16/2021.

Alignment with South Saskatchewan Regional Plan and AirdrieONE:

The proposed CASP aligns with these documents by:

- 1) Enhancing the environmental sustainability by promoting smart growth and less sprawl. In addition, the CASP will meet the targets identified in the Nose Creek Watershed Management Plan;
- 2) Contributing to economic sustainability by providing a broad range of housing opportunities;
- 3) Enhancing social sustainability by creating a healthy community through improved access to sidewalks and open spaces;
- 4) Enhancing the fiscal sustainability of Airdrie by increasing the proportion of non-residential to residential development within the city. Also, ensuring fiscal sustainability by facilitating a development pattern that uses less infrastructure;
- 5) Designating an adequate land base for industrial uses and employment nodes, particularly in areas that have good proximity to Highway #2 and other major corridors; and
- 6) Enhancing the social and fiscal sustainability of Airdrie by creating healthy communities. The health of communities can be enhanced through better design, improved access to services, and improved access to walkways and open space.

Boards Routed Through:

Land Allocation Committee

The SEYVB CASP was reviewed by the Land Allocation Committee (LAC) in September 2020 and March 2021 to determine the number, type, and location of schools within the subject area. Following the latest review, the LAC and the CASP proponents agreed to a count of four elementary schools and one high school site. However, LAC requests relocation of two of the elementary school sites. The LAC provided the following reasons for the relocation of these two sites:

- Each school site should be centrally located within the neighbourhood as much as possible to optimize accessibility; and

- Each school site should capitalize on local and regional pathway systems to maximize walking and cycling opportunities

Municipal Planning Commission

On April 15, 2021, the CASP was presented to the Municipal Planning Commission. Items raised during the meeting included: the Airdrie AirPark and its runway; the regional servicing strategy; transportation development; phasing timing; and the proposed commercial and employment lands.

The Planning Commission recommended that Council adopt the CASP, as presented, with a vote of 5 in favour and 3 opposed. The associated SE Airdrie CASP boundary adjustment was also recommended by the Commission. A summary of MPC comments is included as Attachment #7.

Alternatives/Implications:

Airdrie City Council has four alternatives to consider with respect to the proposed Bylaws No. B-16/2021 and No. B-17/2021:

Alternative 1: That Council adopt Bylaw No. B-16/2021 and Bylaw No. B-17/2021 as presented.

Choosing this option means that Council supports the proposed Bylaws to repeal a portion of the SE Airdrie CASP and adopt the SEYVB CASP. Plan will be sent to CMRB for regional review.

Alternative 2: That Council adopt Bylaw No. B-16/2021 and Bylaw No. B-17/2021 with the LAC-recommended elementary school locations.

Choosing this option means that Council supports the proposed Bylaws with the LAC recommendation to relocate two elementary school sites. Plan will be sent to CMRB for regional review.

Alternative 3: That Council tables Bylaw No. B-16/2021 and Bylaw No. B-17/2021.

Choosing this option suggests that additional information is required before Council can decide on the proposed Bylaws.

Alternative 4: That Council defeats Bylaw No. B-16/2021 and Bylaw No. B-17/2021.

Choosing this option means that Council does not agree with the proposed Bylaws.

Communications Plan:

Prior to Public Hearing, public notification will be required in keeping with established City policy and the *Municipal Government Act* (MGA). This included three consecutive weeks of

public notification in the *City View* newspaper as well as direct mailing to affected area landowners.

Recommendation:

Staff recommends **Alternative 2**, that Council adopts Bylaw No. B-16/2021 and Bylaw No. B-17/2021 with the elementary school locations recommended by the Land Allocation Committee.

Jeff Brunen
Planner II

Presenter:	Jeff Brunen
Department:	Planning & Development
Reviewed by:	Stephen Utz, Jamal Ramjohn
Attachments:	#1 – Bylaw No. B-16/2021 & Bylaw No. B-17/2021 #2 – SEYVB CASP Document #3 – Public Engagement “What We Heard Report” #4 – CASP Maps & Figures #5 – SEYVB Employment Lands Rationale Report #6 – SEYVB CASP LAC Response Memo #7 – Summary of MPC Comments & Responses
Appointment:	N/A