

# **SOUTHEAST AIRDRIE COMMUNITY AREA STRUCTURE PLAN**

Prepared on behalf of  
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Adopted by City Council  
Bylaw B-29/2004  
July 19, 2004

Amended Bylaw B-01/2005

February 7, 2005

Amended Bylaw B-04/2006

May 7, 2007

Amended Bylaw B-36/2013

April 7, 2014

Amended Bylaw B-41/2017

February 5, 2018

Amended Bylaw B-01/2020

March 23, 2020



**BYLAW NO. B-01/2020  
CITY OF AIRDRIE  
PROVINCE OF ALBERTA**

**BEING A BYLAW** of the City of Airdrie, in the Province of Alberta, to amend Bylaw No. B-29/2004, being the Southeast Airdrie Community Area Structure Plan.

**WHEREAS** pursuant to the *Municipal Government Act*, R.S.A. 2000, Chapter M-26 and amendments thereto (the "Act"), a council may pass a bylaw to adopt an Area Structure Plan; and

**WHEREAS** Council has adopted the Southeast Airdrie Community Area Structure Plan as Bylaw No. B-29/2004; and,

**WHEREAS** Council deems it desirable to enact that the said Bylaw be amended in the manner outlined below;

**NOW THEREFORE** the Municipal Council of the City of Airdrie duly assembled enacts that:

Bylaw No. B-01/2020 amend Bylaw No. B-29/2004 "Southeast Airdrie Community Area Structure Plan" as follows:

1. That Figures 1 – 10 of Bylaw No. B-29/2004 be removed and replaced with Figures 1 – 10 attached hereto as Schedule "A".
2. That "Appendix A: Lake Amendment Area" be removed from Bylaw No. B-29/2004.

READ a first time this \_\_\_\_ day of \_\_\_\_\_, 2020.

READ a second time this \_\_\_\_ day of \_\_\_\_\_, 2020.

READ a third time this \_\_\_\_ day of \_\_\_\_\_, 2020.

EXECUTED this \_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

**BYLAW NO. B-41/2017  
OF THE CITY OF AIRDRIE  
IN THE PROVINCE OF ALBERTA**

BEING A BYLAW of the City of Airdrie, in the Province of Alberta, to amend Bylaw No. B-29/2004, being the Southeast Airdrie Community Area Structure Plan.

WHEREAS under the authority and subject to the provisions of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, and amendments thereto, the Council of the City of Airdrie may adopt an Area Structure Plan; and

WHEREAS Council has adopted the Southeast Airdrie Community Area Structure Plan as Bylaw No. B-29/2004; and,

WHEREAS Council deems it desirable to enact that the said Bylaw be amended in the manner outlined below;

NOW THEREFORE the Municipal Council of the City of Airdrie in Council duly assembled, enacts that Bylaw No. B-41/2017 amend Bylaw No. B-29/2004 "Southeast Airdrie Community Area Structure Plan" as follows:

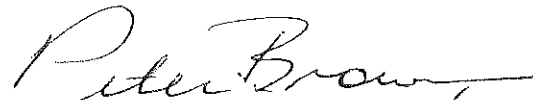
1. That Figures 1 – 10 of Bylaw No. B-29/2004 be removed and replaced with Figures 1 – 10 attached hereto as Schedule "A".
2. That "Appendix A: Lake Amendment Area" attached hereto as Schedule "B" be inserted as "Appendix A" to Bylaw No. B-29/2004.

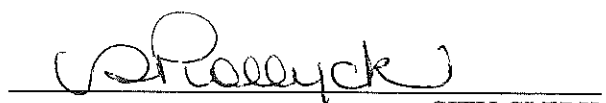
READ a first time this 5<sup>th</sup> day of February, 2018.

READ a second time this 5<sup>th</sup> day of February, 2018.

READ a third time this 5<sup>th</sup> day of February, 2018.

EXECUTED this 5<sup>th</sup> day of February, 2018

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
CITY CLERK

**(see attached Schedule "A")**

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# SECTION 1: INTRODUCTION

## 1.1 Reference

“Subject lands”, “subject site” or “plan area” refer to all of the lands located within the Southeast Airdrie Community Area Structure Plan (CASP), comprising:

- Fractional west-half and northeast-quarter of 33-26-29-W4M,
- Block 1, Plan 9812399,
- West-half of 34-26-29-W4M,
- Lots 1 and 2, Block 1, Plan 0110936, and
- All intervening roads.

## 1.2 Amendments to the Southeast Airdrie CASP

The information provided in this document is conceptual and amendments to this CASP should only be processed where there is significant departure from the intent of this document as determined by the City of Airdrie.

## 1.3 Municipal Government Act (MGA)

The MGA provides a general framework for regulations associated with land planning within the Province of Alberta. Specifically, under Section 633 of the MGA, Area Structure Plans (ASPs):

“(a) *must describe*

- the sequence of development proposed for the area,*
- the land uses proposed for the area, either generally or with respect to specific parts of the area, and*
- the density of population proposed for the area either generally or with respect of specific parts of the area, and*
- the general location of major transportation routes and public utilities, and*

(b) *may contain any other matters the council considers necessary.”*

## 1.4 The City of Airdrie Municipal Development Plan (Bylaw B-05/2005)

Under *Part 4 Implementation*, Policy 4-1.4 of the City of Airdrie Municipal Development Plan (Bylaw B-05/2005), also known as the Airdrie City Plan, states the following:

“Community Area Structure Plans shall be considered by the City where they are deemed by City Council to meet the City’s strategic priorities, long range plans and policies,



and where they promote the orderly and economic development of the City.”

And under Policy 1-4.3:

“Future development areas shall be subject to Community Area Structure Plans, undertaken by the City or its delegates, where deemed appropriate to ensure the continued supply of land in accordance with Council priorities.”

The City of Airdrie has identified the subject lands as requiring a CASP as they were annexed into the City on July 1<sup>st</sup>, 2003 (Policy 4-1.1).

The City of Airdrie under “Terms of Reference for the Preparation of Area Structure Plans in the City of Airdrie” identifies the following purposes for an Area Structure Plan (now a Community Area Structure Plan, per: Airdrie City Plan):

- i. include the basic framework for development of the area;
- ii. conceptually indicate the proposed land uses and density;
- iii. identify the major transportation network;
- iv. provide a schedule for the provision of services and the development sequence;
- v. identify parks, schools and recreational facilities; and
- vi. provide additional design criteria or development standards.

## **1.5 City of Airdrie / MD of Rocky View Intermunicipal Development Plan (IDP)**

The City of Airdrie / MD of Rocky View IDP was adopted by the respective municipalities in August 2001. The subject lands fall under the Policy Area of the IDP and therefore are subject to the policies as established in this document. Perhaps the most significant policies relate to the treatment of development along the Highway 2 and Nose Creek corridors, as well as interface treatment of developments on adjacent lands. Intermunicipal referrals are required for any proposed development such that each municipality is concurrently circulated the proposal.

It should be noted that the IDP will require an amendment which acknowledges lands annexed to the City of Airdrie with a potentially revised Policy Area and / or Notification Zone.

Certain factors influencing growth have been recognized in the IDP. Of interest on the subject lands is a livestock operation on NW34 26-29-W4M. This operation is seasonal in nature and for the exclusive use of the landowner’s own

livestock. The operation is in the process of being relocated on a timely basis which will be coordinated with the phasing of future urban development on the subject lands.

## **1.6 Airdrie Growth Area Management Plan (GAMP) (Non-statutory)**

The Airdrie City Plan identifies that lands annexed into the City are subject to a GAMP (Policy 4-1.1):

“When annexation of new lands occurs, the City of Airdrie shall prepare a Growth Area Management Plan for the annexed lands as a prelude to the acceptance of Community Area Structure Plans and/or Neighbourhood Structure Plans submitted on behalf or by Landowners and developers.”

A GAMP for the lands annexed in 2003 was accepted by City Council on January 19<sup>th</sup>, 2004. The main purpose of the GAMP was to provide background information in order to update the Airdrie City Plan. The plan’s direction addressed the following principles (page v.):

- Downtown as Focus of Commercial Development;
- Increasing Density;
- Providing appropriate interfacing and buffering;
- Creating a comprehensive community;
- Encouraging non-residential development;
- Managing infrastructure effectively; and
- Identifying a comprehensive parks and open space system.

Specifically, for the SE Planning Cell which coincides to the Southeast Airdrie CASP identifies a variety of lands uses including residential, commercial, and industrial. It is noted that the area comprises 1123 acres more or less, including Highway 2 lands and interchange area for Yankee Valley Road. When these are excluded, the developable land is 1,024 acres more or less.

The GAMP identifies the land adjacent to Highway 2 as industrial with the commercial area located immediately south and east of the Yankee Valley Road interchange with Highway 2. The balance of the planning cell is identified as residential.

The GAMP recognizes that these lands are available for development in the short-term from a servicing perspective.

Specific recommended design/development parameters to the SE Planning Cell are recognized through the policies established in the Southeast Airdrie CASP.

**1.7 Balzac East Area Structure Plan (ASP) (Municipal District (MD) of Rocky View No. 44 -Bylaw C-5177-2000)**

The subject lands were under the municipal jurisdiction of the MD of Rocky View prior to July 2003, with a portion of these lands covered under the Balzac East ASP (fractional W½ of Section 28 26-29-W4M). It designated these lands as Special Development Area 1 (SDA1) which recognizes the long-term development of the area in consideration of the adjacent residential land uses and the future interchange requirements along Highway 2.

The Balzac East ASP identifies a generalized road pattern including Range Road 293 which ties Yankee Valley Road in the north to the City of Calgary limits in the south.

**1.8 City of Airdrie Land Use By-Law (Bylaw B-09/2005)**

In order for development to proceed in the Southeast Airdrie CASP lands, land use approval must be given by City Council. The City of Airdrie Land Use Bylaw establishes the framework of different residential, commercial and industrial uses deemed appropriate for any property within the City which is then presented to City Council for approval. All aspects of the Land Use By-law must be consistent with the policies and guidelines established in the Airdrie City Plan.

**1.9 Location and Size**

Southeast Airdrie CASP consists of approximately 415 hectares / 1024 acres. It is located: south of Yankee Valley Road SE, east of Highway 2 with the City's municipal boundary forming the east and south limits of the CASP. The subject lands are located on portions of Sections 28, 33, and 34, all within Township 26, Range 29, W4M, of southeast Airdrie (see Figure 1).

## 1.10 Land Ownership

There are eight landowners within the Southeast Airdrie CASP, including the City of Airdrie and the MD of Rocky View. The following table provides a summary of the landowners, their legal descriptions and respective areas (see Figure 2):

**TABLE 1: LANDOWNERSHIP WITHIN SOUTHEAST AIRDRIE CASP  
as of June 14<sup>th</sup>, 2004**

FIGURE 2 REFERENCE	OWNER	LEGAL DESCRIPTION	AREA (approximate)	
			hectares	acres
1	1104425 Alberta Ltd.	Portions (fractional) of Section 33 26-29-W4M	91.96	227.2
2	Highview Communities Inc.	Portion of NE 33 26-29-W4M Block 1, Plan 9812399	109.23	269.9
3	MD of Rocky View	E 240ft of N 544.5ft of Section 33 26-29-W4M	1.21	3.0
4	City of Airdrie	Range Road 293 and Sharp Hill Way	5.08	12.6
5	J. Kenneth & Sharon Chitwood * (Option: Qualico Communities)	All of NW Section 34 26-29-W4M	64.19	158.61
6	Douglas and Twylla Chitwood *	All of SW Section 34 26-29-W4M	64.80	160.09
7	Steve Bacovsky Holdings Ltd. and F. Szentner	Lot 1, Block 1 Plan 0110936	54.78	135.4
8	Margit, Daniel, Soren and Mark Davy	Portion of Lot 2, Block 1 Plan 0110936	23.51	58.1

\* April 5<sup>th</sup>, 2006, 'Reference Owner' amendment– Marion Schlender also listed on the Certificate of Title.

## 1.11 Restrictive Covenants

Three restrictive covenants have been registered on various titles, as searched on February 17<sup>th</sup>, 2004, for lands within the Southeast Airdrie CASP:

- (a) Steve Bacovsky Holdings Ltd., et al, and Davy et al, on Lots 1 and 2, Block 1, Plan 0110936 (Plan 3425AF), which grants Canadian Pacific Railway access rights to the property,
- (b) Davy, et al, on Lot 2, Block 1, Plan 0110936, (Plan 2283BX), which grants Canadian Pacific Railway access rights to the property, and
- (c) Chitwood, et al on SW34 26-29-W4M (Plan 130AE). This document was lost by Southern Alberta Land Titles before it was microfilmed and therefore no record is available.

### **1.12 Municipal or Environmental Reserves**

None of the subject lands has provided, through pre-dedication, deferral, or any other methods, any Municipal or Environmental Reserves.

### **1.13 Existing Uses**

The current use for the subject lands is mainly agricultural, with three houses, barns, associated out buildings, pasture and cultivated lands. Vegetation includes stubble from the seasonal crops, hayfields, grass pasture, and areas of willows, scrub aspen and planted trees and shrubs adjacent to the homesteads.

### **1.14 Adjacent Land Uses**

Existing land uses on properties to the north of Yankee Valley Road include; R-1, DC, and P-1 for residential, sector commercial, and public open space uses. Lands across Highway 2 to the west are presently designated as UR, DC, C-HWY, C-3, M-2, M-1, and P-1 for regional and sector commercial, light industrial and public open space uses. Lands to the southeast, within the MD of Rocky View are currently designated R-1 for country residential development. Lands directly to the east and to the south, also within the MD of Rocky View are currently designated as RF for general agricultural purposes. See Figure 5.

### **1.15 Existing Natural Features**

Existing natural features, identified in Figure 3, include:

- Cluster of trees located in the centre of SE33 26-29-W4M,
- two oxbows, containing localized surface runoff, are located adjacent to the west boundary along Highway 2, one in SW33 26-29-W4M and one in NW28 26-29-W4M. These exist as a result of the construction of Highway 2 whereby easterly portions of Nose Creek were severed from the main creek alignment. Two diversions were constructed on the west side of Highway 2 in order to connect the creek. Sandstone outcrops exist along the sloped edges of the southerly of the two oxbows, and
- a minor draw of approximately 200 metres in length, running from the southwest to the northeast through a portion of NW33 26-29-W4M.

## **1.16 Existing Manmade Features**

Existing manmade features, identified in Figure 4, include:

- Three farm residences located on; SW33 26-29-W4M (abandoned), SW28 26-29-W4M, and NW34 26-29-W4M,
- Gravel excavation activity has occurred in E33 26-29-W4M,
- The MD Of Rocky View's municipal works yard located along Yankee Valley Road in NE33 26-29-W4M,
- A paved service road running parallel to and on the east side of Highway 2 with Sharp Hill Way linking the service road to the Sharp Hill country residential development in the MD of Rocky View.

## **1.17 Site Conditions and Topography**

The subject lands comprise gently undulating topography with a north-south ridge running through the western portion of the site. Significant views to the west are afforded from this ridge. Associated with this ridge is a prominent knoll (highest elevation 1098 metres) in SW33 26-29-W4M and a minor draw of approximately 200 metres in length running southwest to northeast in NW33 26-29-W4M.

Two oxbows exist, located immediately east of the service road running parallel to Highway 2, which are detached remnants of Nose Creek that exist as a result of the construction of Highway 2 in the 1960s. They contain intermittent, localized surface runoff and do not form a part of any large system. Culverts run under Highway 2 to regulate the water levels of these features.

A low-lying area running north-south through E33 26-29-W4M contains the only tree cover on the entire site.

The highest elevation is 1106 metres and is located near the northeast corner of the subject lands (NW 34 26-29-W4M), where significant views to the west are predominant. The lowest elevation (1075 metres) is located in the extreme southwest corner, adjacent to Highway 2 and Township Road 264.

### **1.18 Soil and Groundwater Considerations**

Soil and groundwater testing and reporting was undertaken in November 2003 by McIntosh Lalani Engineering Ltd. It was concluded that soil and groundwater conditions are generally conducive to future development using conventional construction procedures and design.

### **1.19 Historical Resources Impact Assessment (HRIA)**

Aresco Limited was commissioned to complete an HRIA for the entire CASP area in the Fall of 2003. Surface examination and backhoe testing were performed in the Spring of 2004 with archeological findings located in the vicinity of the oxbows. A report of these findings has been submitted to Alberta Community Development for concurrence. No mitigation measures will be required should these areas be protected at the Neighbourhood Structure Plan stage.

### **1.20 Phase I Environmental Site Assessments (ESA)**

There have been two Phase I ESA's conducted to fully cover the subject lands:

A Phase I ESA was completed by Sabatini Earth Technologies Inc. in May 2001 for Steve Bacovsky Holdings Ltd., et al, on Lot 1, Block 1, Plan 0110936. This report concluded that there were no adverse environmental conditions noted on the site and no further investigation or remediation was required.

A Phase I ESA was completed by Base Property Consultants Ltd., in November 2003 on the remaining lands within the CASP area. No serious environmental impairments exist on the subject lands. Standard environmental investigative procedures will be required if and when any of the homesteads and associated septic tanks and water wells is prepared for urban development.

## **1.21 Environmental Impact Assessment (EIA)**

Ursus Ecosystems Ltd. was contracted in January 2004 to complete an EIA for the subject lands. Field reconnaissance was completed in April 2004. Its findings concluded that:

- Rare plant communities are unlikely in the CASP area,
- There is a low supply of native vegetation with existing levels of human use and disturbance signifying that future development will not contribute to regional fragmentation,
- The CASP area is not likely significant regionally as habitat for species at risk, and
- The CASP area is not regionally or locally significant for wildlife movements.

The oxbow formations in the west portion of the CASP, which were caused by the construction of Highway 2, could be classified as environmentally significant in that they hold water from natural runoff, and contain unique bedrock formations (known locally as “hoodoos”) which are more prevalent in the southerly of the two water bodies.

## **1.22 Calgary International Airport – Airport Vicinity Protection Area (AVPA)**

Much of the Southeast Airdrie CASP is subject to the 25 and above Noise Exposure Factor (NEF) contours as identified by the Calgary International Airport AVPA regulations (see Figure 4). Residential development within the 25 to 28 NEF contour range requires additional sound insulation, whereas commercial and industrial developments are considered suitable within this range. A portion of the CASP area located in the south and adjacent to the Sharp Hill country residential development is situated in the 28+ NEF contour range. A non-residential use is proposed for these lands.

All lands within the Southeast Airdrie CASP area are subject to the Calgary International Airport zoning regulations which restrict building height based on flight path alignments. This presents no problem for the subject lands due to the distance that they are located from the airport.



## **SECTION 2: GOALS AND OBJECTIVES**

### **2.1 Goal**

The primary goal is intended to capture significant components of the Airdrie City Plan, GAMP, and the City of Airdrie / MD of Rocky View Intermunicipal Development Plan such that the Southeast Airdrie CASP will complement these documents. Many of the details of this Plan are deferred to the Neighbourhood Structure Plan stage. The City will consider elements of this Plan to be schematic in nature, and will require that each Neighbourhood Structure Plan address any remaining City concerns before adoption.

### **2.2 General Objectives**

The general objectives for the Southeast Airdrie CASP are as follows:

1. to develop the lands in an orderly manner as described in the “triple bottom line” of the Airdrie City Plan.
2. to sensitively locate commercial and industrial development near residential lands in order to encourage shorter work-home-shop travel distances.
3. to provide a broad range of housing types and lot sizes to meet the residential accommodations for future Airdrie residents.
4. to incorporate into the land use of the Commercial area the ability to intensify the site by allowing, over time, residential development to occur in an orderly manner.
5. to encourage walking and cycling as an attractive alternate mode of transportation.
6. to provide for future joint use school facilities with sufficient vehicular and pedestrian access.
7. to encourage attractive industrial development particularly as it addresses the City of Airdrie’s south entrance along Highway 2.
8. to develop a logical extension of the existing City of Airdrie infrastructure, as necessary to serve these lands, on an economical, and phased basis.
9. to provide services to municipal standards.

10. to locate stormwater management facilities in a practical manner whereby one landowner is not overburdened by providing excessive land for this service.
11. to include stormwater management facilities in combination with distributed open space systems, while practically minimizing the overall number of ponds.
12. to provide a road network capable of supporting the traffic generated by the development.
13. to provide access to the residential, commercial and industrial areas within the subject site from Yankee Valley Road, Township Road 265 (Sharp Hill Way), Township Road 264, and Range Road 293.
14. to recognize and accommodate the right-of-way requirements for the two future interchanges along Highway 2 through the implementation of a land purchase option agreement.
15. to recognize and accommodate the right-of-way requirements for the existing interchange at Yankee Valley Road at Highway 2 through the implementation of a land exchange agreement.
16. to respect intersection spacing distances from interchange ramps while recognizing potential road interface issues with existing Sharp Hill residents.
17. to segregate truck traffic associated with the commercial and industrial lands in the west from the residential areas in the east through an appropriate road network design.
18. to allow for future transit service with adequate transit coverage.
19. to encourage other uses such as religious assemblies, emergency services, cultural facilities, and other institutional uses to locate within the CASP and along major roads in order to minimize traffic infiltration.

## SECTION 3: LAND USE CONCEPT AND POLICIES

The Southeast Airdrie CASP Concept Plan is illustrated in Figure 5. The area encompasses approximately 414 hectares / 1,024 acres, located south of Yankee Valley Road and east of Highway 2.

### 3.1 Population and Density

#### 3.1.1 General Population

Approximately 630 gross residential acres is proposed for the Southeast Airdrie CASP. The residential density will follow the policy range of the Airdrie City Plan of 5.5 to 9.0 units per acre (13.6 to 22.2 units per hectare). Neighbourhood Structure Plans within the plan area may vary above or below this range provided. These densities will be monitored over time in order that the cumulative density remains within the density range as identified in the Airdrie City Plan. Based on this density range, population generation assuming 2.73 units per household would be between approximately 9,450 and 15,500. For the purposes of infrastructure capacities, a median density of 7.5 units per acre was targeted.

#### 3.1.2 School Population

Table 2 identifies the projected school population for the Southeast Airdrie CASP :

**TABLE 2: PROJECTED SCHOOL POPULATION**

Calgary Roman Catholic S.D.D No. 1

Grades K to 9

(0.15 students per household based on 2.73 persons per household) 700 students

Rocky View S.D. No. 41

Grades K to 4

(0.25 students per household based on 2.73 persons per household) 1,166 students

Grades 5 to 8

(0.20 students per household based on 2.73 persons per household) 933 students

Grades 9 -12

(0.20 students per household based on 2.73 persons per household) 933 students

Sources: *Rocky View School Division No. 41 and  
Calgary Roman Catholic Separate School District No. 1*

### ***Population and Density Policies***

- 1. The density range for the Southeast Airdrie CASP shall be within the range of 13.6 to 22.2 units per gross developable residential hectare.*
- 2. Neighbourhood Structure Plans within the planning area may be above or below this range provided the overall target range is met.*

## **3.2 Residential**

Approximately 257 hectares / 635 acres of the Southeast Airdrie CASP is proposed for residential purposes, including a wide variety of residential housing types, public open spaces, and roads located within the residential portion of the plan area.

At full build-out, up to 15,500 residents or 5,660 residential units will be located within the plan area. A mixture of housing types will range from single and semi-detached, to townhouses and apartment style developments. Medium density sites will be located near the entranceways to the residential areas and / or near public open spaces (see Figure 5). Topographical features will allow the opportunity for the developer to maximize its land development opportunities and in turn, create value-added amenities to the community.

There may be the opportunity to incorporate other more unique housing forms, including, but not limited to, studio suites or comprehensive seniors' housing developments. The need for these housing types will be evaluated at each Neighbourhood Structure Plan submission.

All development proposals are subject to Neighbourhood Structure Plan, Land Use amendment, Development, and Building Permit approvals by the approval authorities.

### ***Residential Policies***

- 1. The overall density for the residential area within the plan area shall be in the range of 13.6 to 22.2 units per gross developable residential hectare (5.5 to 9.0 units per acre).*
- 2. Unless specific agreements are reached between landowners and the City of Airdrie, each landowner shall be required to uphold the densities within the range as shown in Policy 1 above.*
- 3. The pattern of residential use shall conform generally to that shown in Figure 5. Detailed road alignments and land use boundaries will be established at the Neighbourhood Structure Plan and Land Use amendment stages.*
- 4. A mix of housing types and lot sizes shall be incorporated into the plan area.*
- 5. Medium density residential areas and boundaries as shown on Figure 5 are approximate only and should be used only as a guide for future Neighbourhood Structure Plan and Land Use amendment applications.*

6. *Medium density residential development should be planned in a comprehensive manner with sensitivity to adjacent existing and or lower density residential uses.*
7. *Innovative residential uses, such as studio suites, should be encouraged provided the integrity of the utility and transportation infrastructures and land uses are not compromised.*
8. *Noise analysis shall be provided at the Tentative Plan stage by a professional engineer for residential uses where they abut major roads, including Yankee Valley Road. Such measures to mitigate noise may include: increased horizontal separation, berming, and/or a sound fence.*
9. *Natural site features should take into consideration appropriate housing forms, such as locating large lot developments where views are prominent.*
10. *Other general uses within residential areas should be encouraged including quasi and semi-quasi public buildings, and essential services.*

### **3.3 Commercial**

Approximately 14 hectares / 35 acres is proposed as Commercial to be located at the southwest quadrant of the intersection of Yankee Valley Road and East Lake Boulevard. The proximity of this site to major arterial roads, including Highway 2, will allow it to be a vibrant and successful development. As the site will be seen from Highway 2, it will be made visually appealing through appropriate landscaping, signage and architectural design. The size and location of this site is justified in that it will serve the community's retail and personal services' needs for existing and future east Airdrie residents, thereby reducing the need for residents to travel long distances.

Intensification of the Commercial area over time should be included in any site development guidelines for this site. It may be in the form of additional commercial and/or residential uses, provided parking requirements are adequate.

Neighbourhood type commercial sites may be allowed elsewhere within the residential areas and will be considered at the Neighbourhood Structure Plan stage depending upon the site specific considerations. The opportunity should exist to allow residential units to be located on these commercial sites in order to provide an alternative housing form within the community.

Specific uses and site development details for all commercial areas will be reviewed at the Neighbourhood Structure Plan and Land Use amendment stages.

### ***Commercial Policies***

- 1. Commercial development shall be located generally as shown on Figure 5.*
- 2. Mixed use development incorporating commercial, residential and public open space components will be considered by incorporating the opportunity within the land use guidelines.*
- 3. Commercial areas shall be located adjacent to and directly accessible from a collector or greater road system.*
- 4. Commercial areas shall incorporate architectural and design guidelines to ensure compatibility with adjacent land uses, including, but not limited to: lighting, signage and potential odor problems from restaurants.*

## **3.4 Industrial**

Approximately 143 hectares / 354 acres is proposed to be allocated to Industrial uses. This area is located adjacent to Highway 2 in a band of approximately 500 metres. The size of this area is in keeping with the amount identified in the Airdrie GAMP, presented to Airdrie City Council in January 2004. It is the intent to provide an attractive industrial development as it is located next to Airdrie's southern gateway along Highway 2. Storage and loading facilities' areas will be appropriately screened through such methods as berming, fencing and / or landscaping. Architectural guidelines will be introduced and will be addressed particularly when the industrial lands are located adjacent to residential lands. Screening and architectural principles will be addressed at the Neighbourhood Structure Plan and Land Use amendment stages.

The Airdrie City Plan encourages industrial growth along transportation corridors, namely Highway 2 with uses envisioned as "clean", including; light industrial, light manufacturing processing, warehouse, distribution, office and "high tech" facilities, and other uses that may be determined appropriate.

### ***Industrial Policies***

- 1. The pattern of industrial use shall conform generally to that shown in Figure 5. Detailed road alignments and land use boundaries will be established at the Neighbourhood Structure Plan and Land Use amendment stages.*
- 2. Industrial sites shall conform to high quality architectural and site development guidelines including, but not limited to: landscaping, fencing, parking, garbage containment, outside storage, lighting, noise abatement, building height, materials, roof lines, and elevations.*
- 3. Transitional uses, such as public open space, quasi or semi-quasi public buildings shall be considered where industrial lands abut residential lands.*
- 4. A new land use district identifying the industrial lands along Highway 2 as the gateway to Airdrie should be considered at the appropriate land use stage.*
- 5. Specific uses that would serve the needs of the local workplace and residential population shall be considered on the industrial lands, and may include but not be limited to, public and quasi-public uses, ancillary financial institutions,*

*restaurants, private schools, private clubs, childcare facilities, and health services.*

6. *Where appropriate, warehouse retail development, with enhanced architectural principles, will be encouraged to be located adjacent to Highway 2.*

### **3.5 Public Open Space**

Public open space for the Southeast Airdrie CASP is proposed in order to serve the passive and active recreational needs of the local residents. The full 10% Municipal Reserve dedication for a total of approximately 25 hectares / 63 acres will be provided on all of the residential lands in the form of: school sites, playing fields, neighbourhood and sub-neighbourhood parks, and linear parks, incorporating an extensive pathway system. In the case of the commercial and industrial lands, Municipal Reserve dedication will be made partially in land and partially in cash-in-lieu. The most significant open space component in the industrial lands will be the proposed buffer to be established between it and adjacent residential lands. Range Road 293, where it is not required for road right-of-way purposes, will be converted to linear open space.

School facilities will be developed in conjunction with the community's other recreational open space requirements through the Joint Use Sites. In keeping with historical practice, the SE Airdrie Community Area Structure Plan identifies four Joint Use School sites. The City of Airdrie has expressed concerns that the matter of the number and size of future school sites may not be supportable due to uncertainty of capital funding for Schools. Also, opportunities for site efficiencies can be obtained by co-locating schools with City recreation facilities and therefore site design should take such opportunities into account. As such, prior to consideration of the allocation of school sites within the Plan area, further review of the number and design of school sites is required.

Additional open space details will be established at the Neighbourhood Structure Plan stage.

#### **3.5.1 Regional Pathway**

A regional pathway is proposed to cut across the residential area in a north-south direction and provide a link from the existing pathway system within the Meadowbrook community, north of Yankee Valley Road to a future tie in the southwest, across Highway 2 to Nose Creek and west Airdrie (see Figure 5). By locating the pathway through the heart of the residential community, more residents will be able to access and utilize this system. In addition, the pathway will be located between the industrial area and the Sharp Hill residential subdivision in the MD of Rocky View, providing a buffered, landscaped area between these uses.

### 3.5.2 Local Pathways

Local pathways will augment the regional pathway by providing an overall, interconnected system. A strong local pathway alignment should occur from east to west approximately central to the residential area and carry through to the industrial area in the west, thus providing residents with a greater opportunity to walk and / or cycle as an alternate mode of transportation. Alignment details of this and other local pathways will be determined at the Neighbourhood Structure Plan stage.

#### ***Public Open Space Policies***

1. *10% of the gross developable residential area shall be provided in the form of Municipal Reserve.*
2. *The public open space system shall conform generally to that as shown in Figure 5. However, final boundaries and areas will be detailed at the Neighbourhood Structure Plan stage.*
3. *The regional pathway alignment shall conform generally to that as shown in Figure 5.*
4. *An east-west local pathway connection shall be considered approximately halfway through Sections 33 and 34 26-29-W4M of the plan area. Details will be addressed at the Neighbourhood Structure Plan stage.*
5. *Where Range Road 293 is not required for road right-of-way purposes, it shall be used for linear open space.*
6. *Dry pond facilities may be eligible for partial municipal reserve credit provided the location and design make the open space functional from a community perspective.*
7. *School sites shall be provided in accordance with agreements made between the City of Airdrie and the affected school board(s).*
8. *A regional pathway for the Southeast Airdrie CASP shall be provided in accordance with the general configuration in Figure 5 with connectivity to the existing system in the Meadowbrook community.*
9. *The regional pathway shall be augmented by an interconnected local pathway system.*
10. *Public open space in the form of a linear park shall be provided between the existing Sharp Hill residents within the MD of Rocky View and future industrial lands within the Southeast Airdrie CASP.*

### **3.6 Staging**

Staging within the Southeast Airdrie CASP area will generally occur from north to south as shown on Figure 9. This sequence of development is reliant upon servicing infrastructure availability.

#### ***Staging Policies***

1. *Phasing shall be consistent with Airdrie City Plan policy.*



2. *Phasing boundaries shall be determined within each stage at the Neighbourhood Structure Plan level.*
3. *Phasing should follow a logical sequence to ensure cost efficiency and orderly development. However, it is recognized that with multiple landowners, some variation in the sequence may occur.*

### **3.7 Servicing**

Servicing of the Southeast Airdrie CASP lands, as generally shown on Figures 6, 7, and 8, will be designed and constructed in accordance with City of Airdrie, Alberta Environment, and related standards and practices in effect at the time of development.

#### **3.7.1 Water Supply and Distribution**

Water servicing to the subject lands will be available from existing facilities immediately available north of Yankee Valley Road, both east and west of East Lake Boulevard. In addition, water mains will be extended eastward from Sierra Springs across Highway 2. A possible future tie exists across Yankee Valley Road at the eastern edge of the City aligned with the existing natural gas line. Onsite mains will include 300mm and 400mm diameter, looped systems as shown in Figure 6.

The first phase(s) of development can be serviced by the extension of existing mains from north of Yankee Valley Road.

#### **3.7.2 Sanitary Sewers**

Sanitary sewer servicing to the subject lands north of the future “half-diamond” interchange will be available from extensions across Highway 2, from the future sanitary sewer lift station, to be constructed in conjunction with the Sierra Springs development. The cost of the lift station is to be shared in accordance with the applicable Infrastructure and Offsite Levy, as approved by City Council at the time of subdivision. Lands south of the future interchange will require additional onsite trunks southward to an additional highway crossing and future lift station as shown on Figure 7. Development activities on the subject lands shall not exceed system capacities.

On an interim basis, initial phases of the subject lands can be serviced by temporarily pumping to existing mains northward, through an existing 150mm sanitary force main previously constructed across Yankee Valley Road.

### 3.7.3 Storm Sewers and Stormwater Management

The storm water servicing system for the subject lands will include stormwater mains to collect the minor flows, overland drainage systems to convey the major flows, and wet ponds to store, treat, and release the stormwater into Nose Creek, all in accordance with the required quality and quantity standards. The primary stormwater systems are generally shown on Figure 8.

On an interim basis, the first phase(s) of the subject lands will be serviceable to a temporary evaporative pond.

The Concept Plan (Figure 5) identifies several smaller stormwater facilities as opposed to one large facility for the following reasons:

- Storm water management facilities, connected in series provide a higher level of treatment than a single facility.
- Several storm water facilities provide for better staging opportunities whereby the facility is built to accommodate immediate development on an as-need basis,
- The minimum proposed size of facility is five acres which is an acceptable standard in stormwater management engineering,
- The storm water trunk system (underground) associated with a series of storm water management facilities will be smaller than trunks associated with a single facility.
- The opportunity to distribute smaller storm water management facilities will be addressed geographically and coincidentally by each individual landowner, and
- The aesthetics associated with these types of facilities are better distributed throughout the CASP area with smaller facilities, thus providing: more random visual relief, more open spaces that can be linked through additional open spaces, and in general, create a very desirable community in which to live, work and recreate.

The Southeast Airdrie CASP area is best served by a series of stormwater facilities that can be constructed on an as-needed basis without consuming highly preferred industrial lands.

### 3.7.4 Shallow Utilities

Shallow utility servicing including power, telephone, cable television, and gas will be extended to the subject lands from existing adjacent facilities to the north of Yankee Valley Road, all by the individual service providers.

### 3.7.5 High Pressure Gas Line

A high pressure gas line proposed by Atco Pipelines is proposed to be located along the southern edge of Sections 33 and 34 26-29-W4M. This type of pipeline requires a minimum 15-metre habitable building setback from the centre line of the pipe.

#### ***Servicing Policies***

1. *All servicing requirements shall conform to the City of Airdrie servicing standards and shall be to the satisfaction of the City of Airdrie.*
2. *Stormwater management facilities shall be distributed so as to maximize integration with public open space systems while minimizing the burden on any one landowner.*
3. *Best Management Practices (BMPs) shall be encouraged throughout the Airdrie CASP in order enhance water quality before entering Nose Creek.*

### **3.8 Transportation**

Finn Transportation Consultants has prepared a detailed transportation analysis for the subject lands. Figure 10 identifies the significant road classifications based on expected traffic volumes. The following information supports this road network:

#### 3.8.1 Existing Transportation Network

The subject site is bounded by Highway 2 and Yankee Valley Road on the west and north sides respectively. Highway 2 is the primary north-south transportation corridor through the province. Although there currently is no direct access to the subject site from Highway 2, traffic will ultimately use three interchanges: 1) The existing Yankee Valley Road interchange will provide access to the north portion of the site, 2) the future partial interchange at Township Road 265 will provide access to the middle portion of the site, and 3) the future full interchange at Township Road 264 will provide access to the south portion of the site. The proposed transportation network to be established for the plan area should take into consideration the existing and future road network outside of the subject site. An existing service road running parallel on the east side of Highway 2 is expected to be utilized within the plan area, where practical. The road will tie back to East Lake Boulevard at appropriate intervals.

#### 3.8.2 Access and Circulation

Ultimately, major arterial access to the site will come from Yankee Valley Road, Highway 2 (via Township Road 264) and Range Road 293. These routes will be sufficient in providing access for the residential, commercial and industrial traffic as the area builds out.

An internal collector system will be connected to the three major arterial roads that border, or go through the subject site. There will be three intersection points along Yankee Valley Road as well as additional direct access to the commercial uses from Yankee Valley Road. The primary intersection point along Yankee Valley Road will be at East Lake Boulevard. This intersection will serve all direct traffic from the existing City of Airdrie to the future commercial and industrial areas of the subject site. Some residential traffic will also use this intersection. East Lake Boulevard will extend through the full length of the site from Yankee Valley Road to Township Road 264. The other two intersection points will be located to the east of East Lake Boulevard. These points will serve only the residential traffic. This will improve safety as residential and commercial/industrial traffic is separated as much as is practicable.

Uj ctr "J km'Y c{ "62j "Cxgpgw+ and Range Road 293. There will be three intersection points along 62j "Cxgpgw<one at the east service road of Highway 2, one at East Lake Boulevard, one opposite Stage Coach Lane. The intersection at the east service road will provide access to the industrial parcels along Highway 2. The intersection at East Lake Boulevard will provide access for industrial traffic as well as traffic from the residential and commercial areas. The intersection at Stage Coach Lane will service residential traffic only. There will only be one intersection point along Township Road 264 going into the subject site located at the extension of East Lake Boulevard. This intersection will primarily serve traffic going into the industrial portion of the subject site.

### 3.8.3 Public Transit

Transit service in the City of Airdrie is currently provided in the form of a “Dial-a-bus” service. It is anticipated that the City will provide some form of fixed-route transit service in accordance with the City’s Transit Master Plan. The time frame for the return of full transit system is unknown at this time. If the full transit system is implemented, the future transit service is expected to serve the residential, commercial, and industrial areas. The transit routes should be positioned at locations easily accessible to transit riders throughout the site. Walking distance from residential, commercial and industrial areas should be kept within reasonable limits to ensure a pedestrian friendly environment.

Vj g'tcpuk/tqwgu'y kn'hnknf "gpvgt'vj g'ukg'htqo 'l cpngg'Xcmg{ 'Tqcf "v'vj g" pqtvj "cpf "hmqy "vj g'b clqt'eqmgevqt'utggv'u{ ugo 'y kj kp"vj g'ukg0"K'ku'r quukng" vj'have appropriate transit coverage by following the proposed collector street system.

### ***Transportation Policies***

- 1. An internal collector system with access points to the external arterial road system shall be generally developed in accordance with Figure 5. Some variation in the alignment and intersection spacing may be permitted provided the general integrity of the system is maintained and the design is acceptable to the approving authorities.*
- 2. Road standards shall be based on projected traffic volumes and constructed in accordance with the City of Airdrie's standards.*
- 3. Sound attenuation analyses shall be required between residential uses and any perimeter arterial road network, to the satisfaction of the City of Airdrie.*
- 4. Road right-of-way requirements for Yankee Valley Road shall be determined at the affected Neighbourhood Structure Plan.*
- 5. Right-of-way requirements for interchanges shall be acquired either through a land purchase option agreement or a land exchange agreement.*
- 6. Should the City of Airdrie deem it necessary, in the future, to create an arterial road at the east boundary of the CASP (quarter section line of 34-26-29-W4M), the road pattern for the CASP will be adjusted accordingly.*
- 7. Future transit service and adequate coverage shall be accommodated through appropriate road spacing design with details to be determined at the Neighbourhood Structure Plan level.*
- 8. The existing service road running parallel to Highway 2 on its east side shall be incorporated into the plan area, where practical. Tie backs to the southerly extension of East Lake Boulevard shall be at appropriate intervals.*

### **3.9 Implementation**

Implementation of the Southeast Airdrie CASP will be provided through the Neighbourhood Structure Plan and Land Use amendment processes through the City of Airdrie. The Neighbourhood Structure Plan is intended to provide subdivision design details for future development stages with comprehensive area and density statistics. This plan will ultimately require approval by the Airdrie Municipal Planning Commission. Tentative Plans are then prepared based on the approved plan. Approval of a Land Use amendment by Airdrie City Council is required prior to any site development. Generally, a Land Use amendment is submitted concurrently with the Neighbourhood Structure Plan.

### ***Implementation Policies***

- 1. A Land Use amendment is required prior to subdivision and development approval within the Southeast Airdrie CASP.*

2. *The normal City of Airdrie process of subdivision application and approval procedures shall be required for further subdivision of lands within the Southeast Airdrie CASP.*

### 3.10 Land Use Statistics

Table 3 provides an overview of the land use distribution within the Southeast Airdrie CASP. The areas are approximate and subject to refinement at the Neighbourhood Structure Plan and Land Use amendment application stages. Actual municipal reserve dedication and road areas will be determined at the Neighbourhood Structure Plan stage.

Residential uses have been divided into two general categories: low density (single and semi-detached), and medium density (townhouse and apartment).

**TABLE 3: SOUTHEAST AIRDRIE CASP LAND USE SUMMARY**

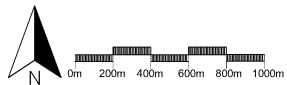
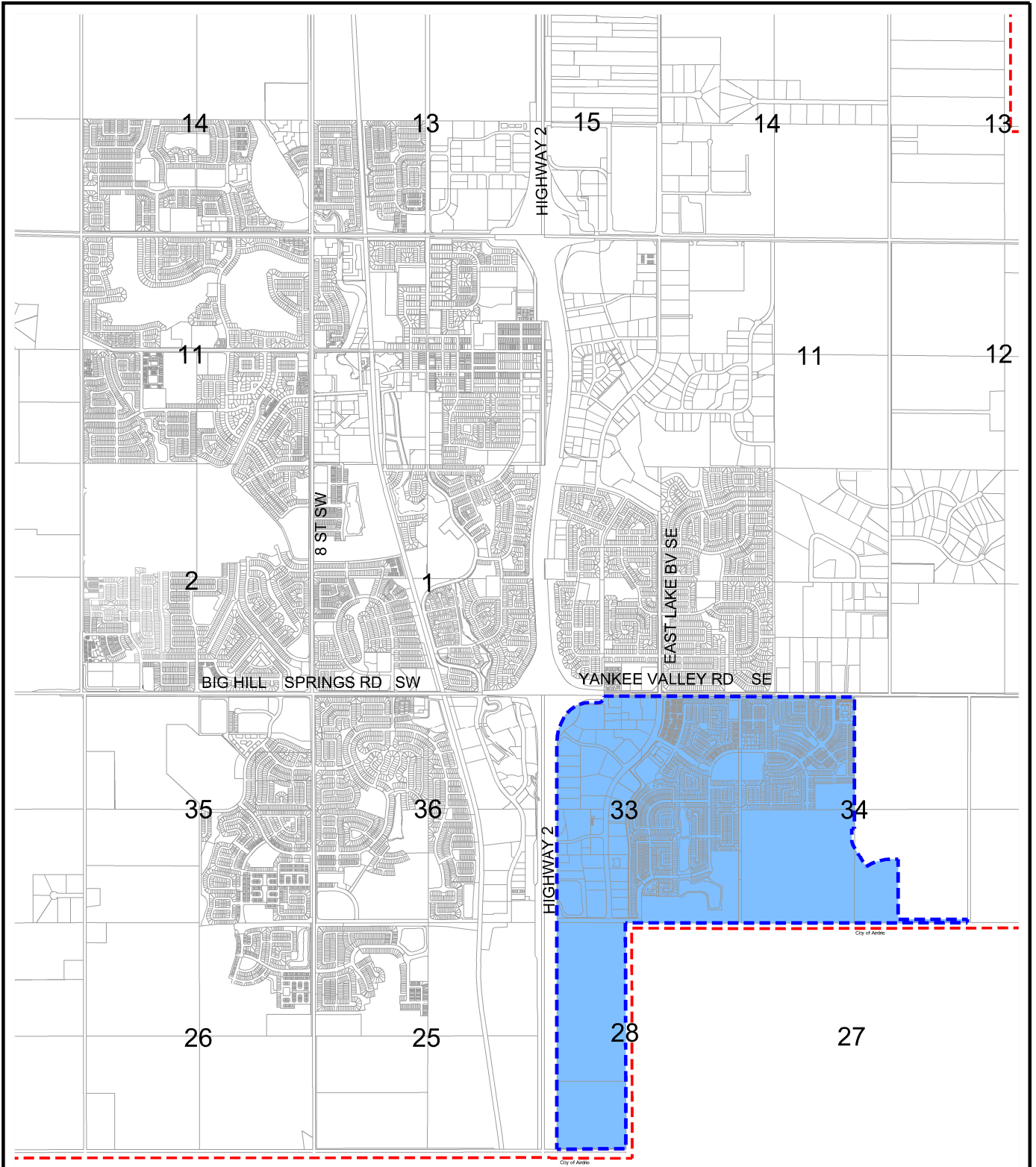
LAND USE	APPROXIMATE AREA		PERCENTAGE
	hectares	acres	
Total Gross Area	414.41	1,024.00	
Net Developable Area	414.41	1,024.00	100%
Residential	256.75	634.42	62.0%
• Single & Semi-Detached	215.70	533.00	52.0%
• Townhouse & Apartment	41.05	101.42	9.9%
Commercial <sup>1</sup>	14.27	35.26	3.4%
Industrial	143.38	354.31	34.6%
Public Utility Lots <sup>2</sup>	15.62	38.60	3.8%
• Stormwater Management Facilities	14.16	35.00	3.4%
• High Pressure Gas Line	1.46	3.60	0.4%
Quasi-Public	4.05	10.00	1.0%
Total Gross Residential Area Overall Density <sup>3</sup>	19.2 units per hectare / 7.8 units per acre		

**NOTES**

*Roads, including interchange requirements, Public Utility Lots, Municipal Reserve, and Quasi-Public areas are included in each of the three general land uses: Residential, Commercial, and Industrial.*

*Full 10% MR on Net Developable Area (101.6 acres) will be provided as follows: full land dedication on the Residential lands, cash-in-lieu on the Commercial lands and a combination of land and cash-in-lieu on the Industrial lands, with details to be determined at the Neighbourhood Structure Plan stage.*

- 1 *Commercial area does not include neighbourhood commercial areas. These will be determined at the Neighbourhood Structure Plan stage.*
- 2 *These areas are included in the general land use districts of Residential, Commercial and Industrial*
- 3 *Residential density is calculated as gross residential area, including half boundary roads, quasi public, stormwater management facilities and ATCO gas line within the residential areas*



LEGEND:  
 - - - AIRDRIE CITY LIMITS  
 - - - SOUTHEAST AIRDRIE ASP BOUNDARY

**SOUTHEAST AIRDRIE ASP**

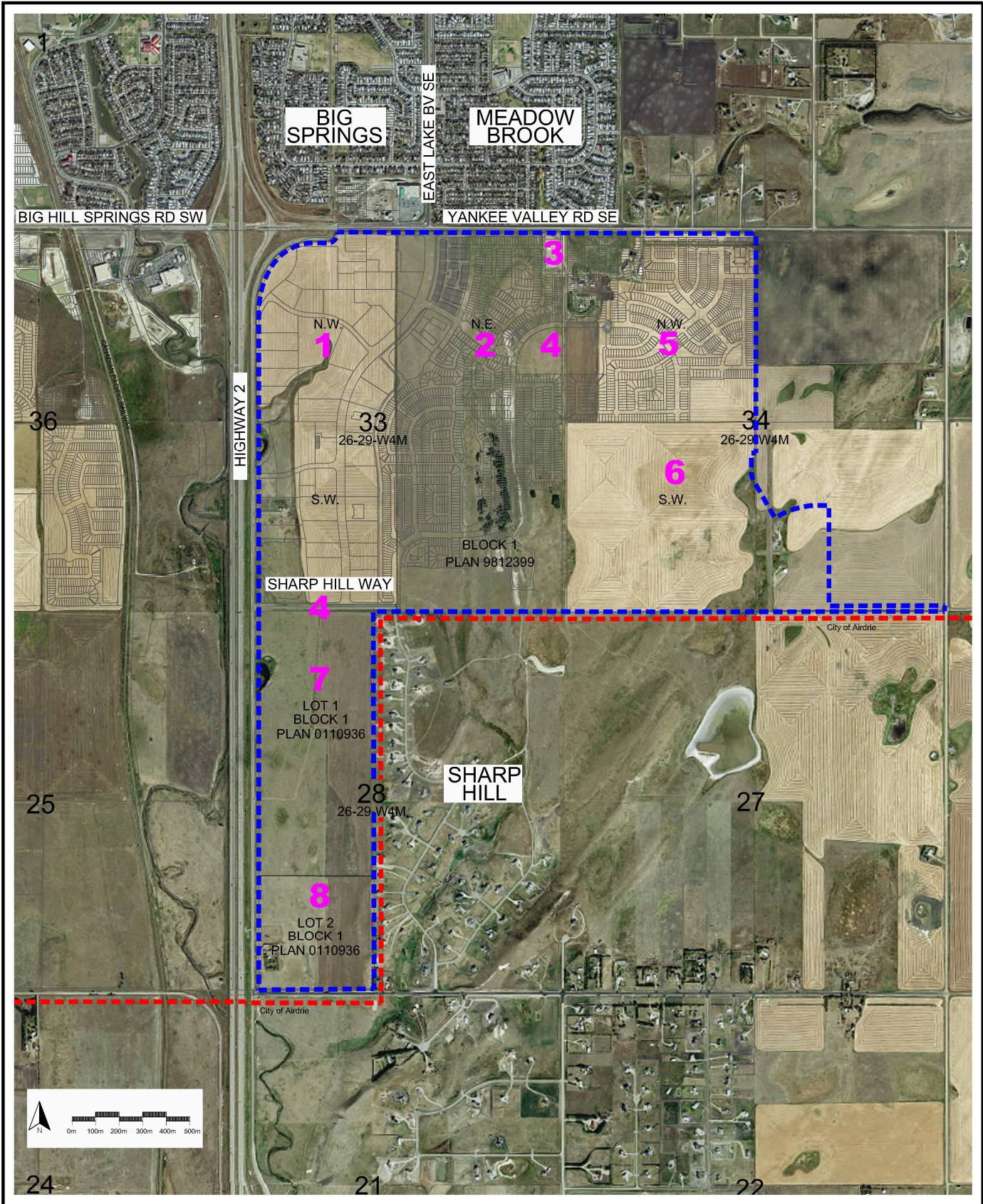
**LOCATION**

**FIGURE 1**

January 2020

SOURCE: CITY OF AIRDRIE





LEGEND:

- AIRDRIE CITY LIMITS
- SOUTHEAST AIRDRIE ASP BOUNDARY
- 2** OWNERSHIP REFERENCE TO TABLE 1

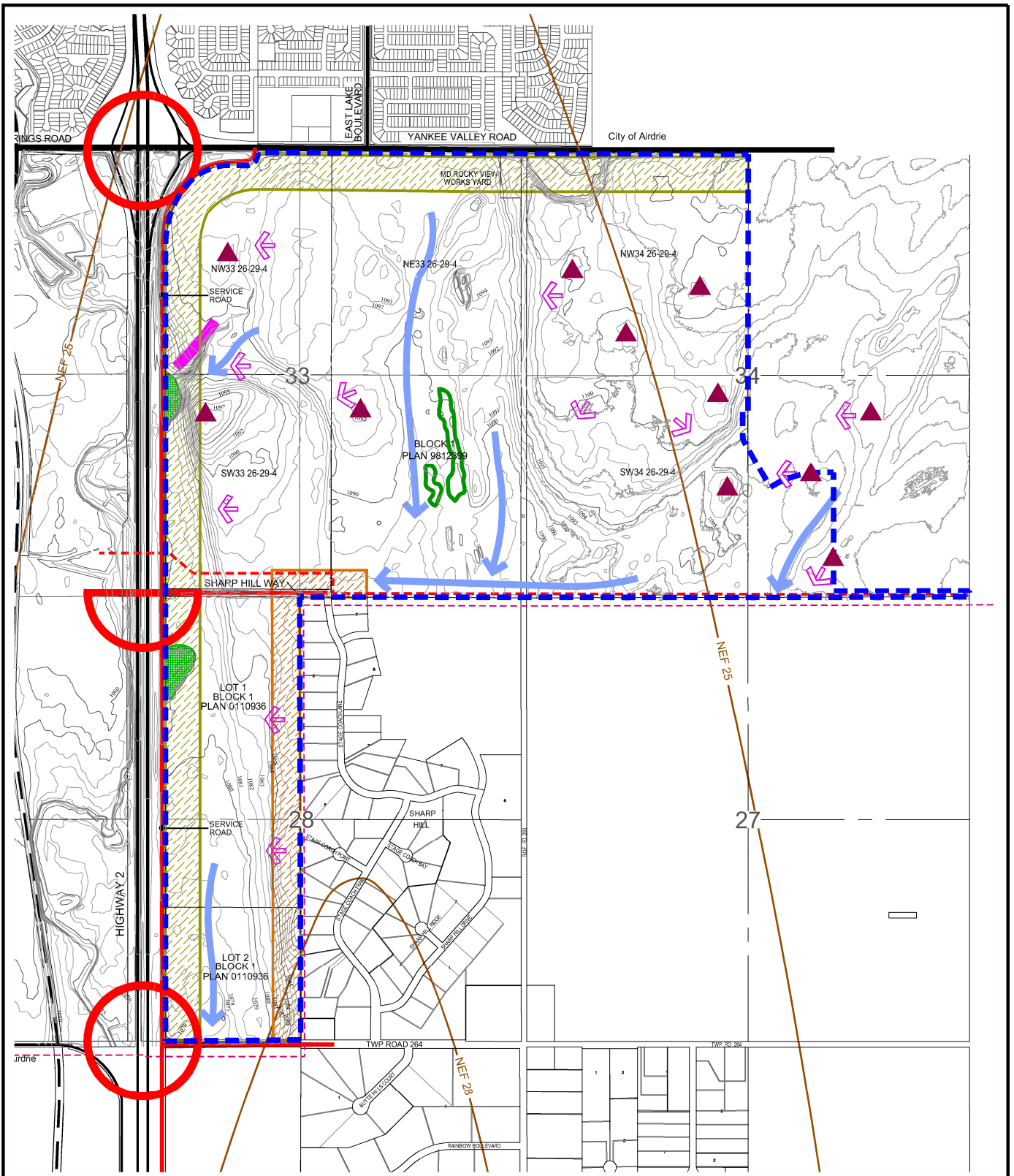
**SOUTHEAST AIRDRIE ASP**

**LAND OWNERSHIP**

**FIGURE 2**

SOURCE: CITY OF AIRDRIE, Orthoshop

January 2020



**LEGEND:**

- AIRDRIE CITY LIMITS
- SOUTHEAST AIRDRIE CASP BOUNDARY
- NEF CONTOURS
- HIGHWAY INTERFACE
- INTERFACE WITH EXISTING COUNTRY RESIDENCES
- ▲ HIGH SPOT
- ↖ VIEW
- ➔ DIRECTION OF OVERLAND FLOW



FUTURE INTERCHANGES (INCL. UPGRADES)  
EXISTING ROADS WITHIN CASP AREA



APPROXIMATE LOCATION OF TREES



FUTURE ATCO HIGH PRESSURE GAS LINE (EXACT LOCATION TO BE DETERMINED)



OXBOW



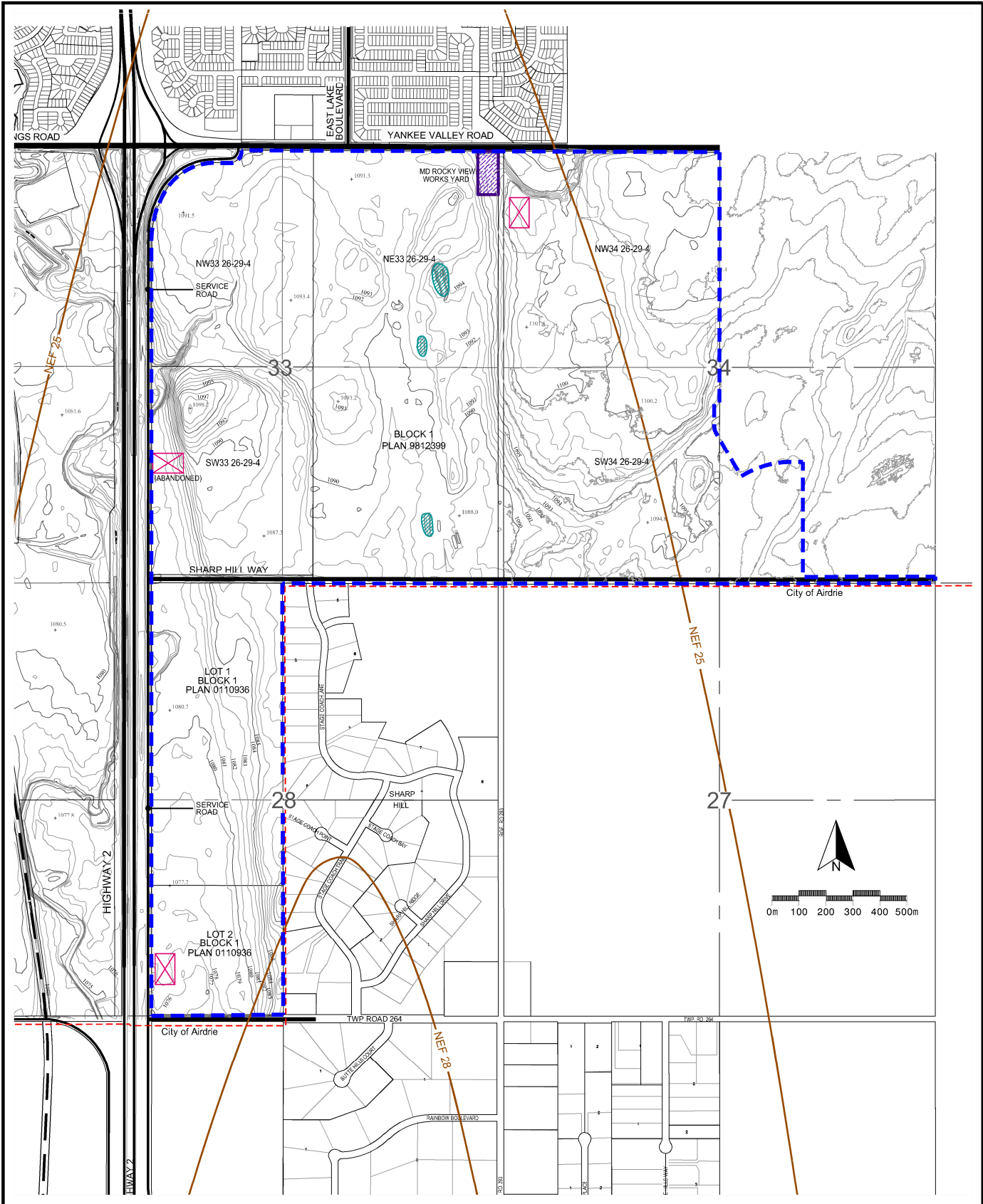
NATURAL DRAW

**SOUTHEAST AIRDRIE CASP**

**SITE FEATURES AND DEVELOPMENT CONSIDERATIONS**  
**FIGURE 3**

January 2020

SOURCE: CITY OF AIRDRIE



**LEGEND:**

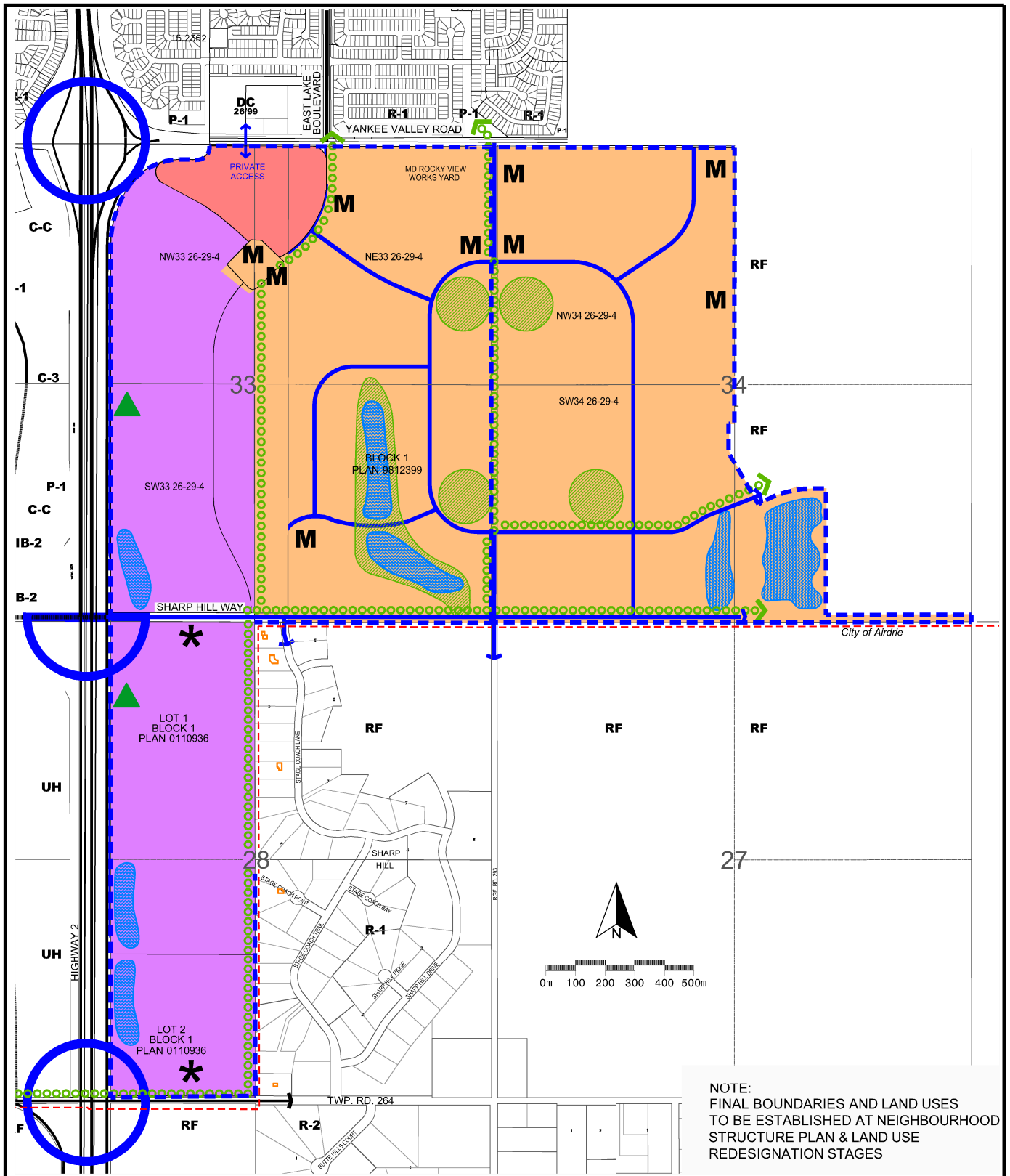
- - - AIRDRIE CITY LIMITS
- - - SOUTHEAST AIRDRIE CASP BOUNDARY
- NEF CONTOURS
- ⊠ FARM RESIDENCE
- ▭ GRAVEL EXCAVATION

**SOUTHEAST AIRDRIE CASP**

**BASE INFORMATION**

**FIGURE 4**

January 2020



**LEGEND:**

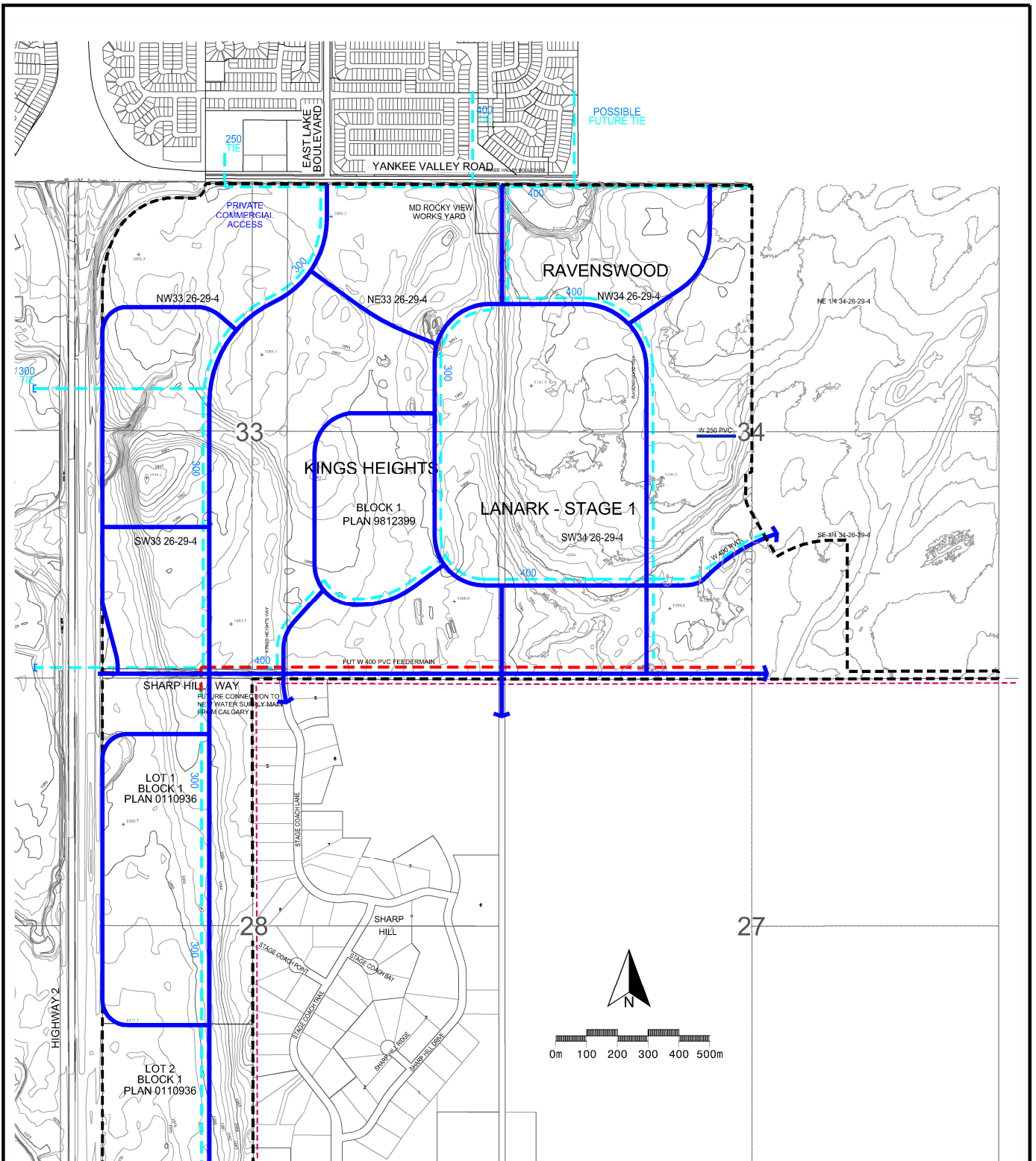
- AIRDRIE CITY LIMITS
- SOUTHEAST AIRDRIE CASP BOUNDARY
- RESIDENTIAL (SINGLE, SEMI - DETACHED)
- RESIDENTIAL (TOWNHOUSE, APARTMENT)
- MIXED USE COMMERCIAL
- INDUSTRIAL
- INTERCHANGE (ADDITIONAL LANDS WILL BE REQUIRED FOR THE ULTIMATE INTERCHANGE)
- REGIONAL PATHWAY
- MAJOR OPEN SPACE
- STORMWATER MANAGEMENT FACILITY
- \* MAY REQUIRE RELAXATION OF INTERSECTION SPACING TO INTERCHANGE RAMPS
- ▲ OXBOWS
- ROAD NETWORK

**SOUTHEAST AIRDRIE CASP**

**CONCEPT PLAN**

**FIGURE 5**  
January 2020

SOURCE: CITY OF AIRDRIE



**LEGEND:**

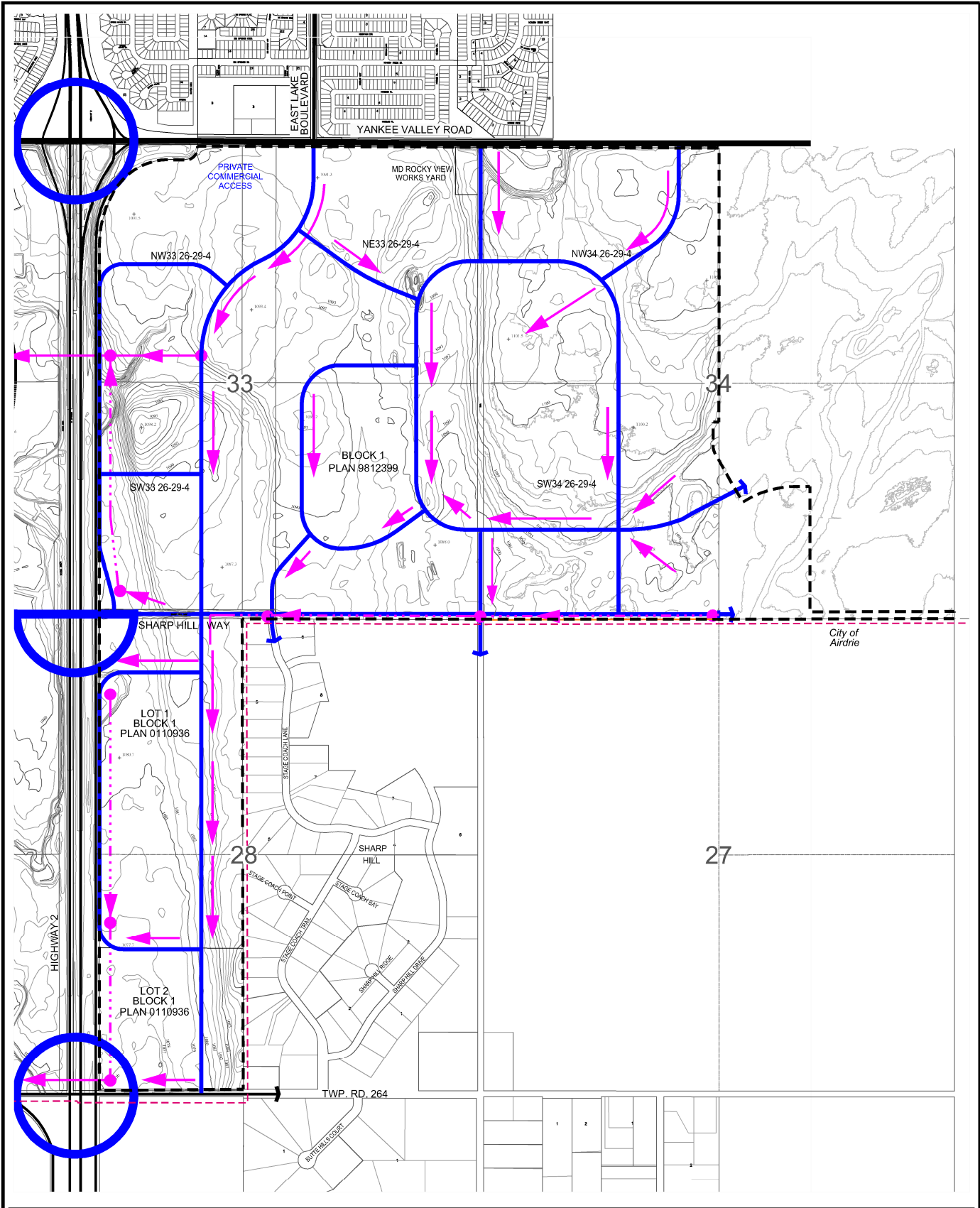
- - - AIRDRIE CITY LIMITS
- - - SOUTHEAST AIRDRIE CASP BOUNDARY
- - - 300 PROPOSED WATER AND SIZE IN MM
- - - PROPOSED WATER TRUNK
- ROAD NETWORK

**SOUTHEAST AIRDRIE CASP**

**PROPOSED SERVICING WATER**

**FIGURE 6**

January 2020

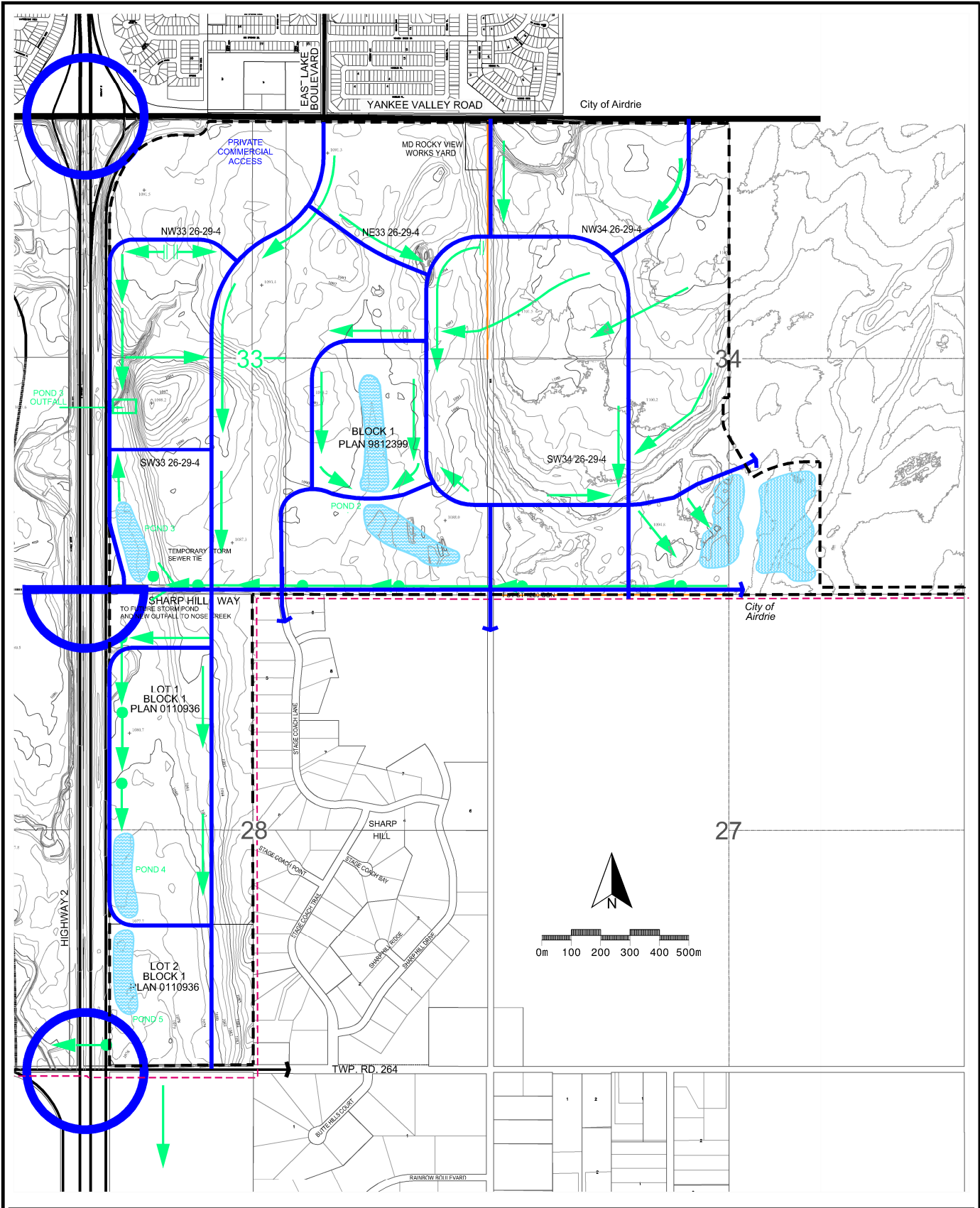


- LEGEND:
- - - AIRDRIE CITY LIMITS
  - - - SOUTHEAST AIRDRIE CASP BOUNDARY
  - ← PROPOSED SANITARY
  - ←● PROPOSED SANITARY TRUNK
  - ROAD NETWORK

**SOUTHEAST AIRDRIE CASP**  
**PROPOSED SERVICING**  
**SANITARY**

**FIGURE 7**  
 January 2020

SOURCE: CITY OF AIRDRIE



- LEGEND:**
- - - AIRDRIE CITY LIMITS
  - - - SOUTHEAST AIRDRIE CASP BOUNDARY
  - PROPOSED STORM
  - PROPOSED STORM TRUNK
  - PROPOSED STORM WATER MANAGEMENT FACILITY
  - ROAD NETWORK

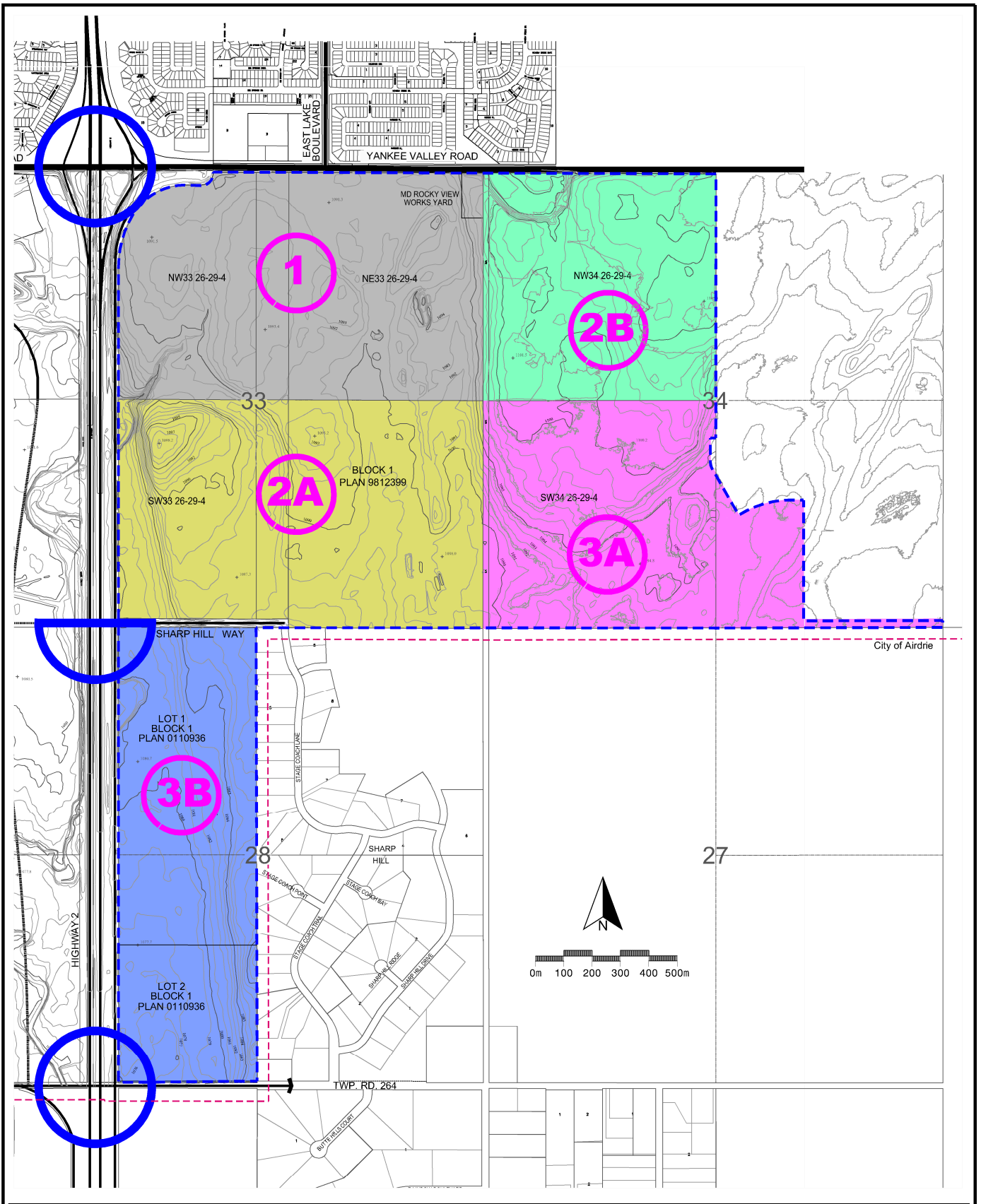
**SOUTHEAST AIRDRIE CASP**

# PROPOSED SERVICING STORM

**FIGURE 8**

January 2020

SOURCE: CITY OF AIRDRIE



LEGEND:

- - - - - AIRDRIE CITY LIMITS
- - - - - SOUTHEAST AIRDRIE CASP BOUNDARY



PROPOSED SEQUENCE OF DEVELOPMENT

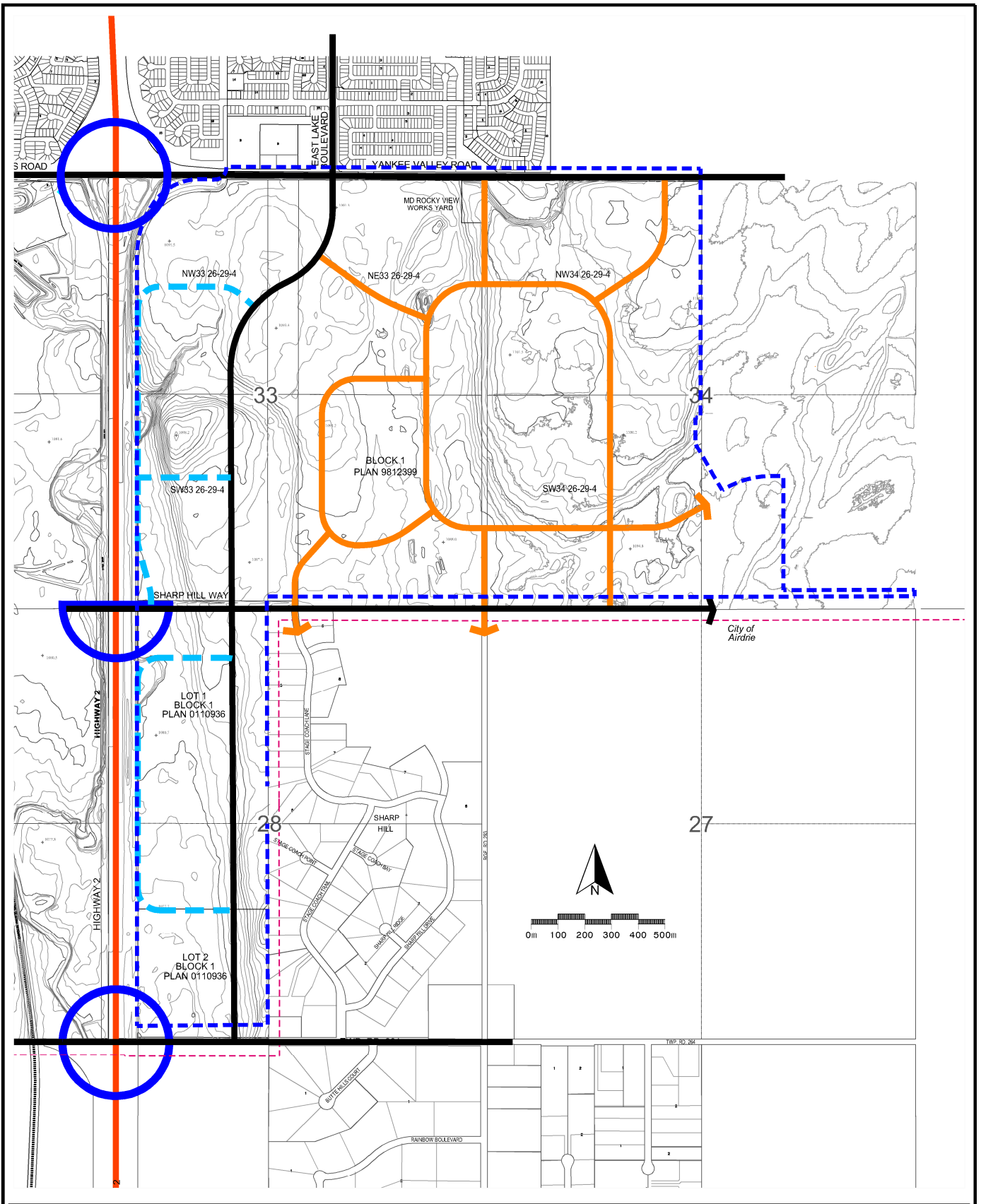
**SOUTHEAST AIRDRIE CASP**

**SEQUENCE OF DEVELOPMENT**

**FIGURE 9**

January 2020





**LEGEND:**

- - - AIRDRIE CITY LIMITS
- - - SOUTHEAST AIRDRIE CASP BOUNDARY
- FREEWAY
- MAJOR STREET
- - - INDUSTRIAL STREET
- COLLECTOR STREET
- FULL INTERCHANGE
- ◐ PARTIAL INTERCHANGE

**SOUTHEAST AIRDRIE CASP**

**TRANSPORTATION ROAD CLASSIFICATIONS**

**FIGURE 10**

January 2020

SOURCE: CITY OF AIRDRIE