

**SOUTHEAST YANKEE VALLEY BOULEVARD COMMUNITY AREA STRUCTURE PLAN (SEYVB CASP)**

**INTERIM GROWTH PLAN ALIGNMENT STATEMENT**

Interim Growth Plan Policies	SEYVB CASP Alignment
<b>2.0 Principles &amp; Objectives</b>	
<p>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</p>	<p>a. <b>Promote the integration of land use and infrastructure planning</b>                      The CASP supports integration of land use and infrastructure planning for future development across multiple quarter sections and providing policies that guide the provision of developer-initiated infrastructure implementation. This will extend municipal servicing to a future development area and provide a compact urban form from that servicing.</p> <p>b. <b>Optimize the use of existing infrastructure when accommodating growth</b>                      The CASP utilizes existing major roadway corridors where available (such as Yankee Valley Blvd SE), as well as capitalizes on planned upgrade and realignment areas, focusing major infrastructure development along these prominent corridors (such as the planned 40 Ave SE extension and RR 292 realignment and future upgraded connection through the Plan Area).                      Integration of future employment areas with the existing Airdrie AirPark (runway) will also encourage utilization of existing aeronautical infrastructure for future business and development growth in the Plan Area.</p> <p>c. <b>Encourage higher densities, greater intensity of use, the provision of community nodes, and the leveraging of transit service, where applicable</b>                      The CASP proposes higher density residential along major transportation corridors within the Plan Area, adjacent to proposed Transit routing and located around major community nodes (such as Neighbourhood Commercial Nodes, school sites, and commercial/mixed use areas).</p> <p>d. <b>Protect the function of regionally significant mobility and transmission corridors</b>                      No regionally <i>significant</i> mobility corridors are located within 1.6 km of the CASP boundary.                      The Plan Area contains an existing transmission corridor (ATCO), as well as multiple abandoned gas pipelines (service) that are identified as regionally significant according to the Interim Growth Plan. There is a strong possibility the transmission corridor will remain in the current alignment as costs required to relocate would be significant. Should this high-pressure gas corridor be retained, it is likely it would remain largely in its current state, with native grasses along the existing RR 292 corridor (as of time of CASP preparation).                      Policies relating to the transmission corridor are considered in Section 1.8, as well as Section 1.10 of the CASP.</p>

<p>Principle 2: Protect Water Quality and Promote Water Conservation</p>	<p>a. <b>Manage the risks to water quality, quantity, and drinking water sources in accordance with federal and provincial legislation and regulation</b></p> <p>The City of Airdrie has adopted the Nose Creek Watershed Management Plan. The peak flow and volume control targets contained in the Nose Creek Watershed Management Plan apply to the plan area.</p>
	<p>b. <b>Promote water conservation practices</b></p> <p>The stormwater management system will incorporate best practices and adhere to municipal and Provincial policies for stormwater management, water quality and flow rates, and wetlands. Please refer to <b>5.4.1 Storm Servicing Policies</b> on page 69 of the CASP document for these policies.</p>
	<p>c. <b>Recognize the importance of ecological systems within the Region</b></p> <p>Multiple wetlands exist within the Plan Area, two of which are currently crown claimed with another two likely to be crown claimed. Waterbody impacts, including wetlands and drainages, shall be in accordance with applicable legislation and policies, including the Alberta Wetland Policy and City of Airdrie Wetland Policy (ENV-02-C). Wetlands will be further investigated at Neighbourhood Structure Plan (NSP) stage as part of future BIAs, in alignment with City and provincial policies. Please refer to <b>3.2.1 Environmental Open Space Study Area Policies</b> for waterbody policies or to the response for IREF Section 3.2.3 below.</p>
	<p>d. <b>Prohibit new development in the floodway</b></p> <p>Not applicable (Plan Area is not in a floodway).</p>
<p>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</p>	<p>a. <b>Promote the efficient use of land and cost-effective development</b></p> <p>The SEYVB CASP land use concept outlines an efficient, logical infrastructure staging program, promoting efficient use of land and resources within the Plan Area, and outlines parameters to ensure that open space and environmental areas are sufficiently protected and/or compensated for through applicable provincial and municipal policy. The scale of development is in keeping with the existing industrial areas along the western boundaries while providing for a wide range of industrial uses with varying degrees of intensity. The plan preserves and protects existing glacial features (Erratic Rock formation) through dedication of the land as a municipal park.</p>
	<p>b. <b>Recognize and complement the Region’s diverse community visions and desired scale of development</b></p> <p>The CASP proposes five Neighbourhoods, each with their own scale and character. The plan provides policy direction generally consistent with scale, character, densities, and development types in Airdrie. The CASP also considers interface conditions with Rocky View County through policies included in Section 1.9, guiding future development adjacent to rural development to ensure appropriate context and scale.</p>

	<p>c. <b>Ensure settlement areas are planned and designed to encourage higher densities, appropriate to the local scale and context</b></p> <p>The plan area provides a mix of housing densities reflective of overarching policies outlined by the Municipal Development Plan, with higher densities located strategically near key transportation routes, potential transit corridors, commercial/employment areas, schools, and open space/recreational amenities.</p> <hr/> <p>d. <b>Plan for community nodes with a mix of uses and a range of housing types, mobility choices, including transit (where viable), and community services and facilities, where and as appropriate to the local scale and context</b></p> <p>The CASP proposes a range of housing types including single detached, semi-detached, and townhome development throughout areas of varying density. The CASP includes schools and key community facilities in each Neighbourhood. Neighbourhood A to the west includes a District Open Space Node which includes a school site, outdoor active and passive recreation areas.</p> <p>School sites and playfields will be provided in each residential neighbourhood, or directly adjacent to the easternmost residential cell. A high school is also proposed to be located in the approximate center of the Plan Area. The eastern area of the CASP includes a major employment area focused on industrial and aviation type development, with the opportunity for commercial in key areas (to be determined at NSP stage). Transit-supportive density and amenities are located along transportation corridors to support the provision of future transit service.</p> <hr/> <p>e. <b>Ensure the provision or coordination of community services and facilities</b></p> <p>The SEYVB CASP incorporates a District Open Space Node which will service existing regional communities of Airdrie and nearby Rocky View County, as well as future residents of the Plan Area.</p> <p>Multiple school sites and commercial areas of varying scale will also provide for accessible community service and facility locations moving forward.</p>
<p><b>3.2 Region-wide Policies</b></p>	
<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<p>The CASP shares a boundary with Rocky View County (along the entirety of the southern and eastern boundaries of the Plan Area). In keeping with policy direction of the Airdrie/Rocky View County Intermunicipal Development Plan, Administration circulated the proposed plan, supporting technical studies, and applicable context reports to Rocky View County for review as part of the intermunicipal circulation process for statutory plans.</p> <p>Comments, detailed below, were received from Rocky View County (RVC). These were incorporated into the CASP in the form of policies (Section 1.9.1) to guide interface conditions along the boundaries, as well as establish formalized circulation and review policies for Rocky View County to become involved at the next stage of Planning (NSP level).</p>

Rocky View County Administration confirmed that they have no objection to the plan and the technical studies prepared in support of the plan.

The circulation conversation with RVC answered the following concerns:

- I) Is any traffic expected to travel south down Range Road 293 from the proposed development? [Range Road 293 is not in the vicinity of the CASP area so traffic volumes there were not explored as part of this application.](#)
- II) What is the proposed funding model for the road construction proposed by SEYVB CASP? [Funding will be provided through an off-site levy project paid for by the City of Airdrie. There is no expectation of funding by RVC. There will be some infrastructure that will go into the County for Range Road 292 tie-ins, but that will be paid for by the City of Airdrie.](#)
- III) The main concern is Stage Coach Lane and the Sharp hill Neighborhood. Will the development cause an increase in traffic on Stage Coach? If so, how much? [The SEYVB CASP area does not have a direct link to the Sharp Hill Neighbourhood. The Plan forecasts much of the ultimate traffic volume south of the Plan area along the realigned Range Road 292 corridor, leading into RVC. The intent is for traffic to use Range Road 292 over Stage Coach Lane as the direct path between 40th Ave SE, Airdrie and Highway 566 in Crossiron Mills. This is also consistent with the City's Transportation Master Plan which identifies Range Road 292 as the main north-south corridor serving this area along with the 40 Avenue interchange connection to the QEII.](#)
- IV) We kindly request that an Intermunicipal section and supporting policies be added to the proposed CASP that speak to the interface with RVC and on collaboration of matters of mutual interest. [This has been added as Section 1.9 RVC Interface.](#)
- V) We kindly request that the *County's Agricultural Boundary Design Guidelines* be utilized when considering all new developments adjacent to existing agricultural areas within the County. [This has been added to Section 1.9 RVC Interface.](#)

<p>3.2.3 Water, wetlands, and stormwater</p>	<p>Multiple wetlands exist within the Plan Area, two of which are currently crown claimed with another two likely to be crown claimed. These are addressed by the CASP in Sections 1.5 and 1.6 (brief overview), and policies in Section 3.2 that outline requirements for identification, possible retention, and management of wetlands in the Plan Area. Waterbody impacts, including wetlands and drainages, shall be in accordance with applicable legislation and policies, including the Alberta Wetland Policy and City of Airdrie Wetland Policy (ENV-02-C). These will be further investigated at NSP stage as part of future Biophysical Impact Assessments, in alignment with City/Provincial policy.</p> <p>The stormwater management concept for the Plan Area is based on a new approach to controlling discharge from storm ponds called the ‘Low Energy Discharge’ approach. The intent is to address the overall targets of the Nose Creek Watershed Plan, while achieving efficiencies from a land use perspective without sacrificing quality and results established by overall stormwater management targets for the area.</p> <p>Using a simple additional control at the pond discharge, timing of the pond discharge can be controlled in a way that adheres to overall volume control targets outlined in the Nose Creek Watershed Plan. The Master Drainage Plan shows that implementing the Low Energy Discharge approach:</p> <ul style="list-style-type: none"> <li>• Provides a cost-effective way to control pond discharge to meet the intent of the runoff volume control target (to the benefit of the developer and municipality),</li> <li>• Reduces the frequency of erosive flows contributing to Nose Creek, and</li> <li>• Allows for similar, if not slightly smaller sized pond(s), required for providing irrigation from the storm pond(s).</li> </ul> <p>Applying the Low Energy Discharge approach reduces some of the associated development costs with the multiple storm ponds required in the Plan Area and achieves the intended watershed benefits, all done without imposing significant development restrictions or creating long-term infrastructure liabilities.</p> <p>The stormwater management system incorporates these practices and adheres to municipal and Provincial policies for stormwater management, water quality and flow rates, and wetlands.</p>
<p><b>3.3 Flood Prone Areas</b></p>	
<p>3.3.1 Development in Floodways</p>	<p>Not applicable (Plan Area is not in a floodway).</p>
<p>3.3.2 Flood protection in flood fringe areas</p>	<p>Not applicable (no flood fringe areas exist within the Plan Area).</p>
<p><b>3.4.2 Expansion of Settlement Areas</b></p>	
<p>3.4.2.1 Contiguous Expansion Pattern</p>	<p>The proposed CASP is contiguous with existing compact urban communities along the western boundary. Development will build off of and connect to planned servicing and infrastructure upgrades from the developing communities to the west (Lanark/Ravenswood), and 40 Ave SE, moving generally in an east to northeast direction. The CASP provides a mix of land uses from open space, to environmental reserve areas (defined as EOS Study Areas, to be determined at NSP stage), commercial/mixed use, neighbourhood commercial, varying densities of residential, and employment (industrial, aviation) type uses. Additional community services and facilities will be provided through school sites and a District Open Space Node for multi-community recreational amenity.</p>

<p>3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units</p>	<p>The CASP is anticipated to provide ±4,650 dwelling units with a range of built forms, mix of housing types, varying density, and array of price ranges. Employment uses will occupy ±45% of the overall gross plan area, accommodated in multiple commercial/mixed use nodes, neighbourhood commercial node areas, as well as a major employment/aviation district along the eastern edge of the plan boundary.</p> <p>Major community areas and amenities (such as schools, the District Open Space Node, commercial/mixed use areas, etc.) are focused adjacent to collector and/or arterial roadways to enhance opportunities for future transit connectivity.</p>
<p>3.4.2.3 Rationale for expansion of settlement areas that do not meet all components of Policy 3.4.2.1 and 3.4.2.2</p>	<p>The SEYVB CASP meets all components of Policy 3.4.2.1 and 3.4.2.2.</p>
<p><b>3.4.5 Employment Areas</b></p>	
<p>3.4.5.1 New Employment Areas</p>	<p>As noted above, ±45% of the gross CASP area consists of employment lands. These will be comprised of a mix of local commercial/retail (e.g., convenience shopping), regional commercial/retail (e.g., grocery store), industrial, aviation, and service-based uses (e.g., government institutions, personal service/care, etc.).</p> <p>Major commercial/mixed use areas are intended to be accessed via planned upgrades to existing roadways of 40 Ave SE and Yankee Valley Blvd SE, as well as the planned realignment of the major RR 292 roadway which traverses through the western and central portion of the CASP.</p> <p>These areas will be developed to make use of planned infrastructure and service extensions in alignment with overarching City servicing plans and transportation plans (e.g., Airdrie Utility Master Plan and Airdrie Transportation Master Plan). A detailed servicing strategy and policies to ensure effective servicing of the employment lands are outlined in Section 5 of the CASP.</p>
<p>3.4.5.2 Connections to Transit</p>	<p>Transit routes will be accommodated along major transportation corridors in the plan area with the specific routes determined at the next stage of planning for the lands (i.e., NSP stage).</p>
<p><b>3.5 Regional Corridors</b></p>	
<p>3.5.1 Mobility Corridors</p>	<p>No <i>regionally significant</i> mobility corridors are located within 1.6 km of the CASP boundary.</p>
<p>3.5.2 Transmission Corridors</p>	<p>The Plan Area contains an existing transmission corridor (ATCO), as well as multiple abandoned gas pipelines (service). There is a strong possibility the transmission corridor will remain in the current alignment as costs required to relocate would be significant. Should this high-pressure gas corridor be retained, it is likely it would remain largely in its current state, with native grasses along the existing RR 292 corridor (as of time of CASP preparation).</p> <p>Policies relating to the transmission corridor are considered in Section 1.8, as well as Section 1.10 of the CASP.</p>