

Southeast Yankee Valley Boulevard

Community Area Structure Plan

Proposed Bylaw No. B-16/2021 | May 2021

Version

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Presented to:

The City of Airdrie



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1 Introduction



1.0 Introduction

1.1 CASP Purpose

The Southeast Yankee Valley Blvd (SEYVB) Community Area Structure Plan (CASP) provides the vision and framework for future development of ±516 ha (±1,275 ac) of land in southeast Airdrie (the 'Plan Area'), illustrated in **Map 1 Location Plan**. This CASP will address planning issues in a comprehensive manner to effectively coordinate land use, servicing, and transportation infrastructure with the requirements outlined in the *Municipal Government Act* (MGA) and in alignment with the City of Airdrie (the City) policy framework.

The SEYVB CASP describes how the Plan Area will be developed into an efficient and orderly residential and employment (commercial, industrial, and aviation-based) community in southeast Airdrie. The CASP has been prepared on behalf of the landowner group of the Airdrie AirPark, Ronmor Developers Inc., and Pollyco, who represent significant land ownership within the Plan Area.

1.2 Background

On June 18, 2018 the City adopted the Twelve Thousand Acres Plan (12K Plan) for lands annexed from Rocky View County in 2012 which:

- Established the delineation of future CASP boundaries within the annexation area;
- Provided an outline of preliminary land uses for the annexed lands; and
- Outlined the estimated development timing for the annexed lands.

One outcome from the 12K Plan was that it assembled select lands in southeast Airdrie into a development cell known as the SEYVB CASP.

The request by the landowner group to initiate CASP planning for the SEYVB area (defining the land use, programming, utility and servicing, and phasing information of future development of the Plan Area), was presented to Council on February 19, 2019 through the CASP Justification Report process. The request was approved by Council, allowing planning for the SEYVB CASP to begin.

1.3 Location & Regional Context

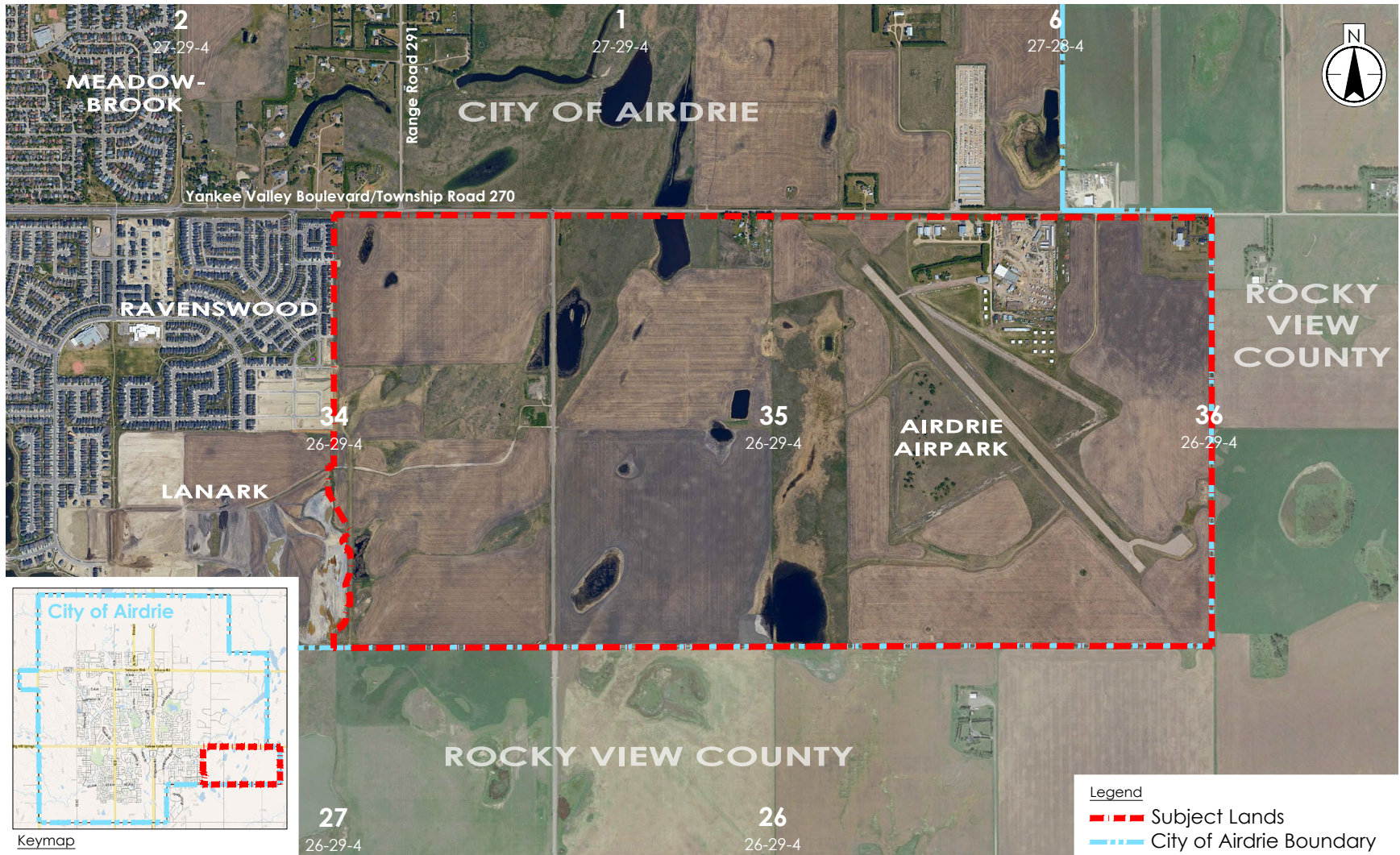
The Plan Area is ±516 ha (±1,275 ac) and fully contained within E1/2 of Section 34, Section 35 and the W1/2 Section 36 Township 26, Range 29 West of 4th Meridian, illustrated in **Map 1 Location Plan**.

From a regional perspective, the Plan Area is bordered by Rocky View County to the east and south, with agriculture operations directly adjacent to the Plan Area boundary. The industrial/commercial hub of Balzac, including CrossIron Mills shopping centre, is located ±6 km to the south-southwest of the Plan Area. Industrial intensification in Rocky View County continues to grow with several warehousing operations in the area. This includes an Amazon distribution centre as well as other large-format industrial/commercial uses either in development today, or currently operating.

As a statutory planning document, the CASP is also subject to further considerations as it relates to the Calgary Metropolitan Region Board (CMRB). Refer to **Section 1.10** for additional regional context as it relates to applicable CMRB *Interim Growth Plan* considerations.



Map 1 Location Plan



1.4 Land Ownership

Lands within the ±516 ha (±1,275 ac) Plan Area are owned by several different property owners, as identified in **Table 1 Land Ownership**. A significant portion of the Plan Area (±96%) is owned by the four landowners of the Airdrie AirPark, Melcor Developments Ltd., Ronmor Developers Inc., and Pollyco.

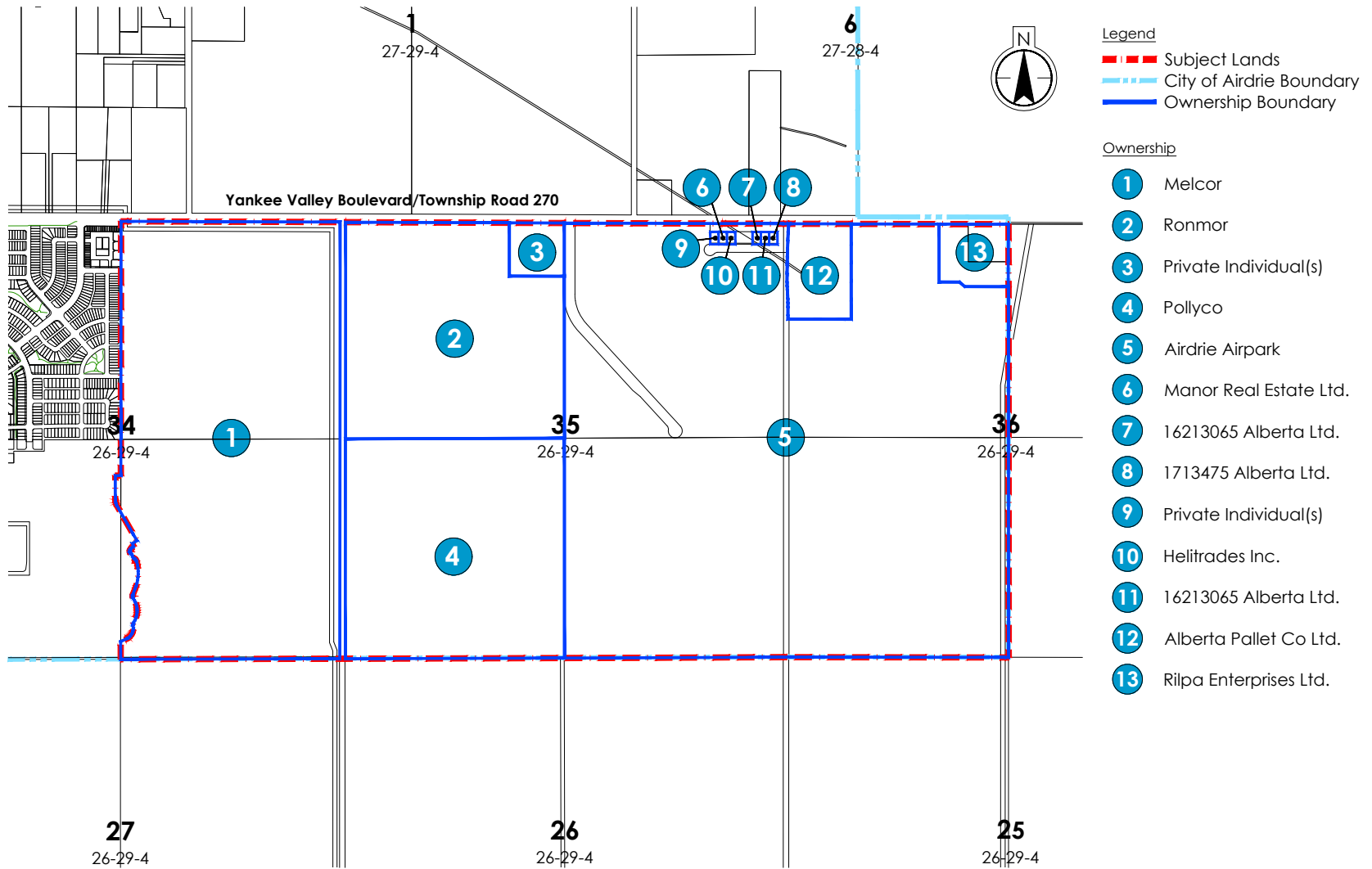
A summary of the landowners within the Plan Area is illustrated in **Map 2 Land Ownership**.

Table 1 Land Ownership

Name	Legal Description	Area	
		ha	ac
Airdrie Airpark	NW ¼ Sec 36 Twp 26 Rge 29 W4M SW ¼ Sec 36 Twp 26 Rge 29 W4M NE ¼ Sec 35 Twp 26 Rge 29 W4M SE ¼ Sec 35 Twp 26 Rge 29 W4M	240 ha	595 ac
Melcor Developments Ltd.	NE ¼ Sec 34 Twp 26 Rge 29 W4M SE ¼ Sec 34 Twp 26 Rge 29 W4M	128 ha	316 ac
Pollyco (Airdrie East) Land Corporation.	SW ¼ Sec 35 Twp 26 Rge 29 W4M	65 ha	160 ac
Ronmor Developers Inc. (<i>Madacalo Investments, Shilar Holdings, Hartel Holding, Canadian Diagnostic Imaging Corp., Zivot Group Inc.</i>)	NW ¼ Sec 35 Twp 26 Rge 29 W4M	60 ha	147 ac
Alberta Pallet Co Ltd.	Plan 7910695 Block A	8 ha	20 ac
Rilpa Enterprises Ltd.	Plan 0013306 Block 2	6 ha	14 ac
Private Individual(s)	NW ¼ Sec 35 Twp 26 Rge 29 W4M	4 ha	10 ac
Manor Real Estate Ltd.	Plan 8711036 Lot 5	0.14 ha	0.34 ac
1621305 Alberta Ltd.	Plan 8711036 Lot 3	0.14 ha	0.34 ac
1713475 Alberta Ltd.	Plan 8711036 Lot 1	0.14 ha	0.34 ac
Private Individual(s)	Plan 8711036 Lot 6	0.14 ha	0.34 ac
Helitrades Inc.	Plan 8711036 Lot 4	0.14 ha	0.34 ac
1621305 Alberta Ltd.	Plan 8711036 Lot 2	0.14 ha	0.34 ac

Note: Areas identified above indicate those noted on each Certificate of Title. Actual Plan Area statistics may reflect different total values related to the Plan Area vs those shown above.

Map 2 Land Ownership



1.5 Existing Conditions

Topography

The Plan Area is within the Foothills Fescue Natural Subregion of Alberta, generally sloping from north to south, with the western area of the lands draining primarily to the southwest. The Plan Area is characterized by topography ranging from 1,093 m to 1,115 m in elevation, the lower elevations defined by a natural drainage in the southwestern part of the Plan Area and the highest elevations to the northeast (illustrated in **Map 3 Existing Conditions**). Small drainages, including ephemeral drainage and man-made ditches, occur throughout the Plan Area. The Plan Area is generally flat with slope <2% throughout, however, small portions within some of the drainage corridors contain minor amounts of slope >15%.

Plan Area Features

There are a number of wetlands within the Plan Area, as well as glacial erratics ranging in size from coarse gravel to small boulders. Areas of potential ecological significance (as identified in the *Ecological Inventory Expansion and Environmental Best Practices* [2013] Report), are present within the Plan Area including a wetland matrix with riparian corridors and a semi-natural grassland containing a wetland complex and localized slopes. Wetlands identified as Environmental Open Space (EOS) Study Areas to be addressed as part of this CASP are identified in **Map 3 Existing Conditions**.

Oil and Gas Infrastructure

The Plan Area contains abandoned gas supply pipelines and one abandoned oil and gas well. An active high-pressure domestic gas supply line (ATCO) is also present along the eastern boundary of SE Section 34, illustrated in **Map 3 Existing Conditions**. Additional context for oil and gas infrastructure can be found in **Section 1.7 Planning Considerations** and **Section 1.8 Oil and Gas Facilities**.

Existing Uses

Current uses of the CASP lands primarily consist of agriculture, aviation, and industrial operations, with the Airdrie AirPark representing the predominant existing use in the Plan Area (illustrated in **Map 4 Existing Uses**). Others in the Plan Area include multiple helicopter focused operations, Alberta Pallet Co. Ltd./Airdrie Mini-Storage, and estate residential properties adjacent to Yankee Valley Blvd SE (TWP RD 270). Two acreage properties are also located within the Plan Area with minor supporting business uses associated on each parcel. Existing land use districts (illustrated in **Section Map 5 Existing Land Use**), consist of:

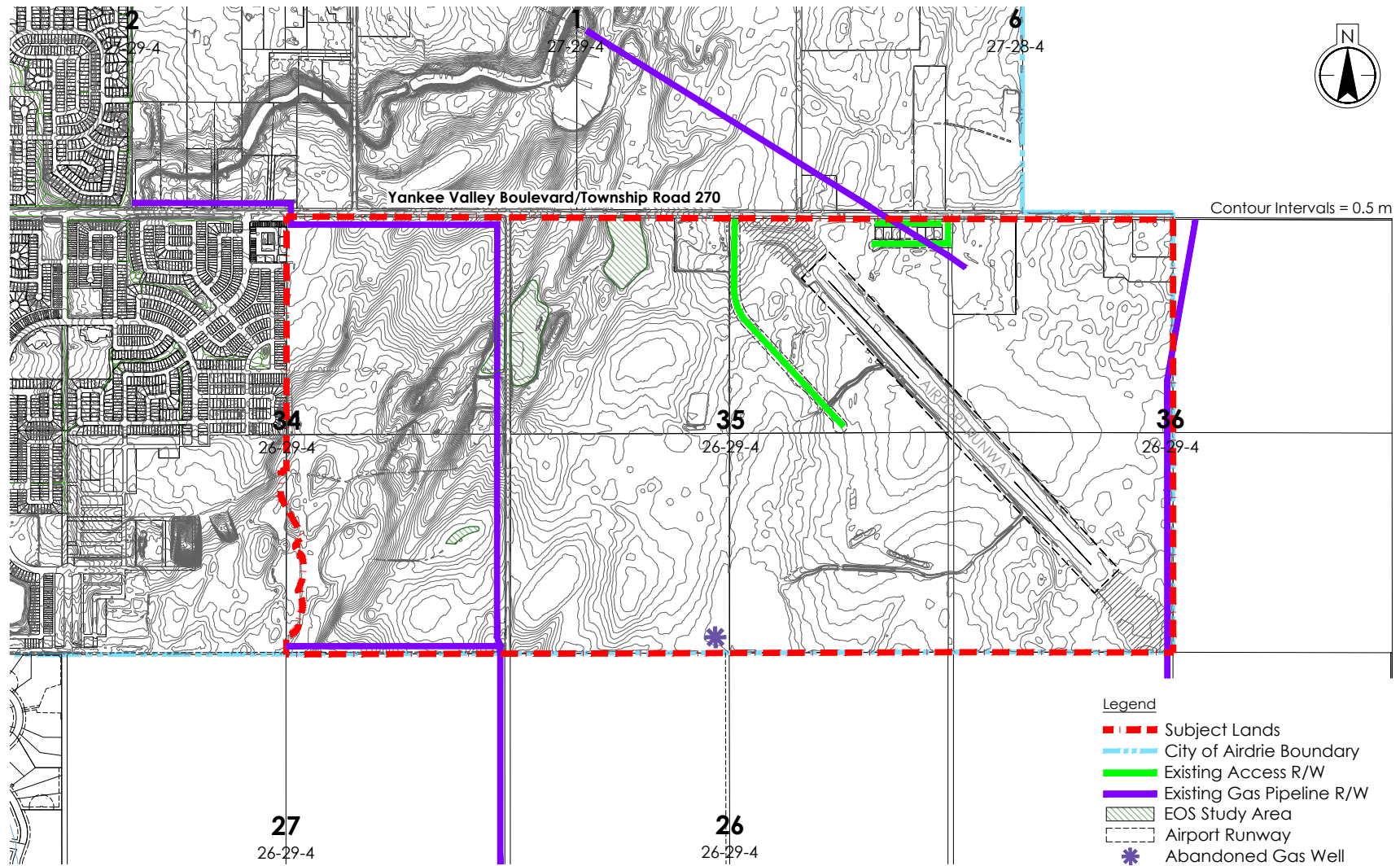
- Airport Employment (AP) District for the Airdrie AirPark and airport supporting operations,
- Rural Business: General District (RB-G),
- Direct Control District (DC-A32),
- General Agriculture District (AG), and
- Rural Farmstead District (F).

Uses adjacent to the CASP are primarily rural agriculture to the south and east, as well as developing low density residential communities within Airdrie to the west. Adjacent lands north of the Plan Area are outlined in the 12K Plan. This area north of Yankee Valley Blvd SE will be addressed in the future East Nose Creek CASP.

Access Rights-of-Ways

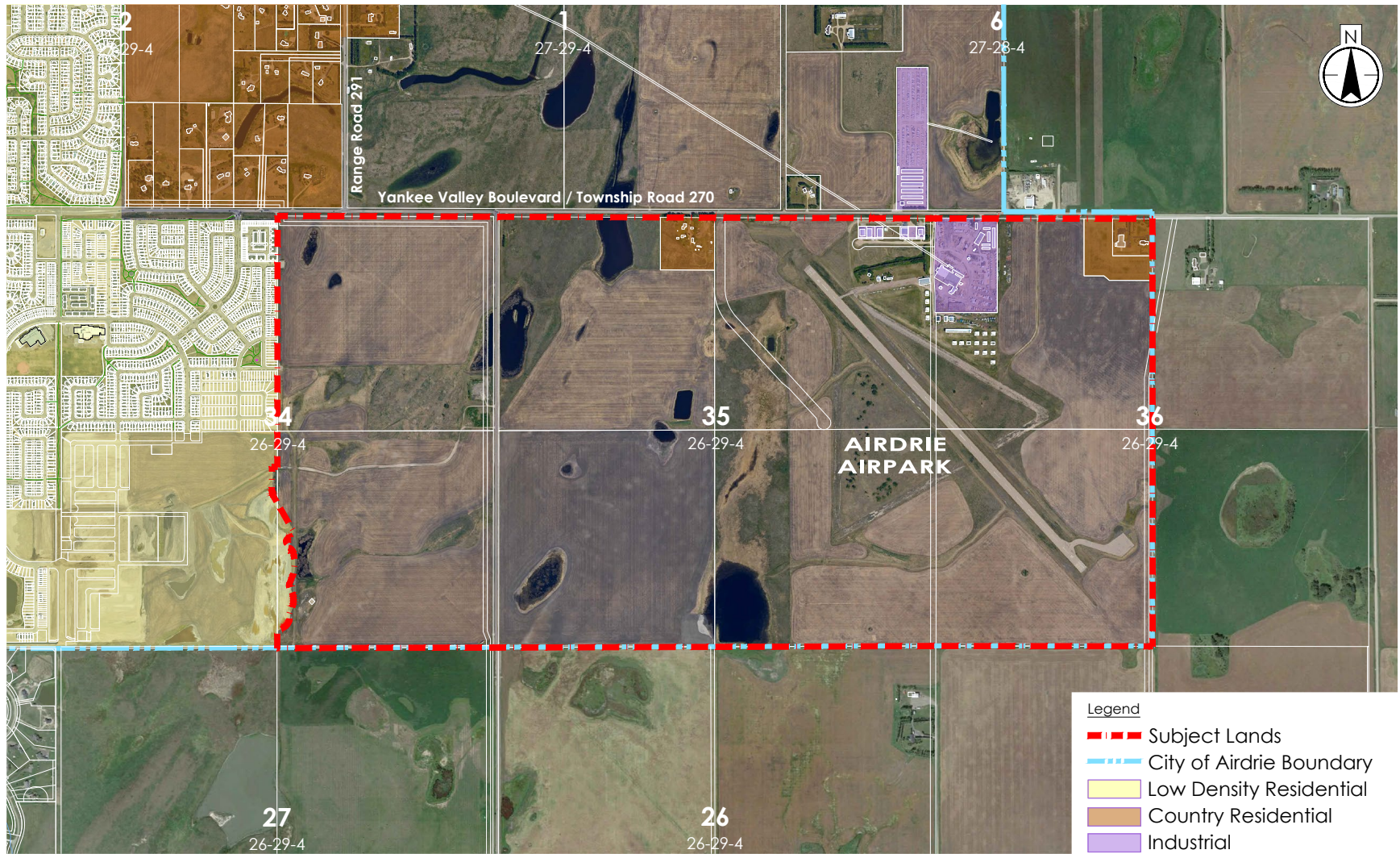
Multiple access rights-of-way for businesses and residential properties to access through the AirPark lands are also present within the Plan Area, illustrated in **Map 3 Existing Conditions**.

Map 3 Existing Conditions

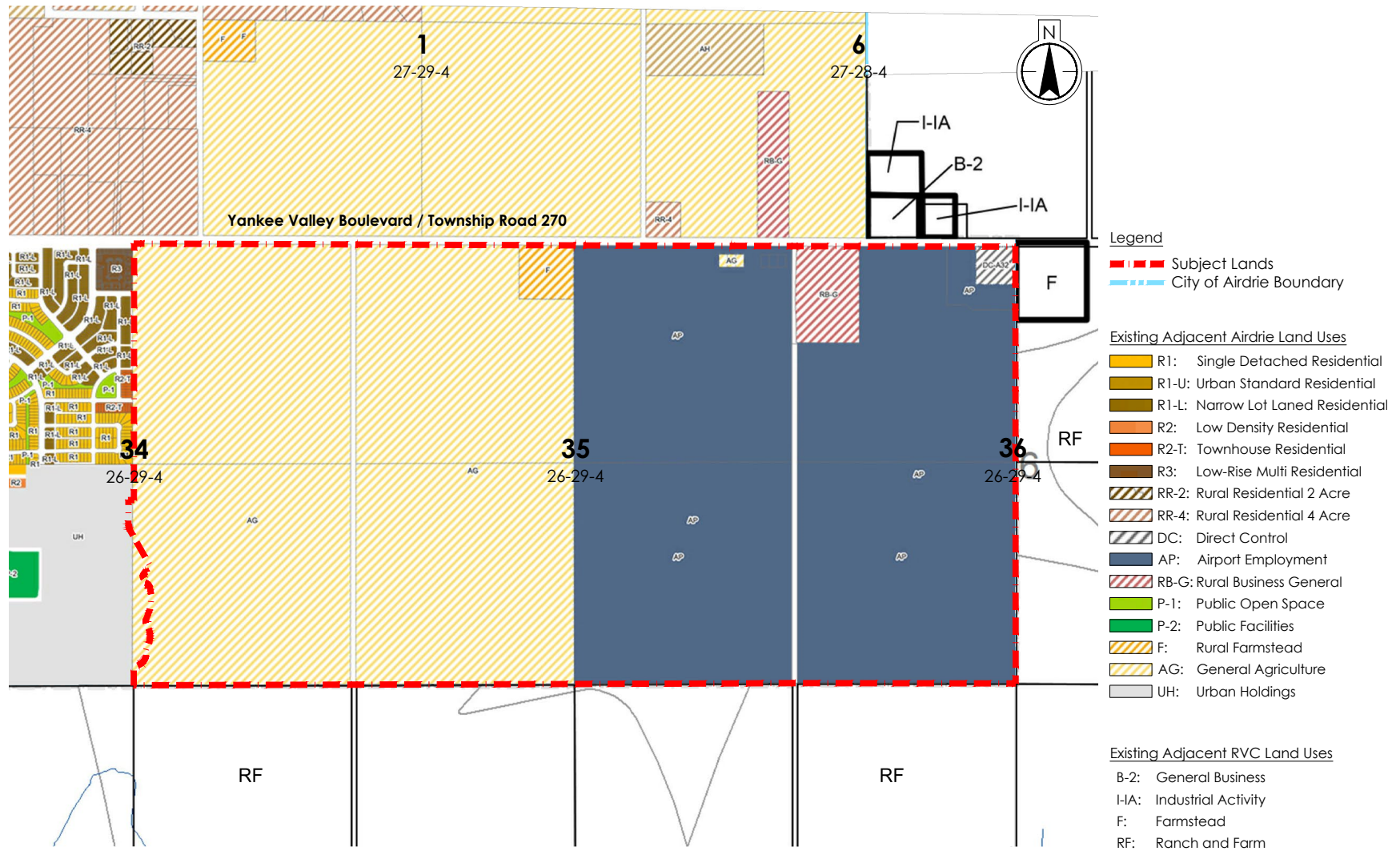


Contours Source: City of Airdrie Open Data (2018)

Map 4 Existing Uses



Map 5 Existing Land Use



1.6 Background Studies

Biophysical Inventory Report

Tannas Environmental completed the *SE Yankee Valley Boulevard Community Area Structure Plan Biophysical Inventory (BI)* (2020) report in February 2020. The report identified the Plan Area as being largely used for agricultural production, including annual cropland and pasture, with areas some rural residences along Yankee Valley Blvd SE and the existing developments within the Airdrie AirPark (such as the runway, hangers, service areas, etc.).

Twenty one waterbodies were identified (three ephemeral waterbodies, fourteen wetlands of varying classes, and four dugouts). As part of the review, a permanence assessment was completed for the Plan Area. There are four waterbodies identified as crown-claimed under the *Public Lands Act*. Sixteen wildlife species were detected on site including twelve birds and four mammals. One sensitive species, the American Badger, was observed, and all other detected species are considered secure. (*The General Status of Alberta Wildlife Species from the Government of Alberta 2018*).

Applicable BI findings are incorporated in this CASP as Environmental Open Space (EOS) Study Area, illustrated in **Map 8 Land Use Concept** and outlined in **Section 3.2 EOS Study Area**. A Biophysical Impact Assessment (BIA) will be completed for each NSP within the Plan Area following the *City of Airdrie Biophysical Inventory & Biophysical Impact Assessment Framework*, building upon the results contained within the BI.

Environmental Site Assessment (ESA)

The *Phase 1 Environmental Site Assessment (ESA) SE Yankee Valley Boulevard* (2020) was conducted by Cirrus Environmental in September 2020. Based on the findings, the Phase 1 ESA recommends further environmental assessment work be conducted at NSP stage. Any follow-up Phase II ESA and Phase III Risk Assessment and/or Site Remediation and Reclamation will be conducted in accordance with applicable Alberta Environment and Parks (AEP) or Alberta Energy Regulator (AER) regulatory requirements.

Historical Resources

Potential resources of historic significance have been identified within the Plan Area as part of a Statement of Justification (SOJ). These resources include the Airdrie AirPark (a World War II era airstrip), an early homestead, and potential pre-contact First Nations archaeological sites.

The Provincial government regulates historical resources. An application for *Historical Resources Act* Clearance was submitted and reviewed by Alberta Culture, Multiculturalism and Status of Women during the creation of this CASP. The development proposed by the CASP has received conditional approval from Alberta Culture, Multiculturalism and Status of Women (HRA No. 4840-20-0006-001). The intent of these policies is to ensure places in the Plan Area containing historic resources are identified as per Provincial legislation.

1.6.1 Historical Resources Policies

- 1 Where feasible, and in accordance with requirements of the Province and/or a Historical Resources Impact Assessment (HRIA), sites containing historical resources should be recorded and/or impacts of development mitigated.
- 2 Future development proposals in the Plan Area (including NSP, Subdivision, and related infrastructure), must be referred to the Historic Resources Management Branch for review by Alberta Culture, Multiculturalism and Status of Women.
- 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 HRIA report.
- 4 All historical, archaeological, and palaeontological discoveries made during construction shall be reported.

1.7 Planning Considerations

The following section provides a summary of notable Plan Area attributes and constraints that may require special attention when planning for future development within the CASP (see **Map 6 Planning Considerations**). This is not meant to be an exhaustive list. Those developing in the Plan Area must practice due diligence in the development process as it relates to all future planning considerations, inclusive of those identified within this section.

The information outlined within this section may be subject to change and should be verified at the time of NSP/Land Use Stage as new information arises and development occurs within the Plan Area.

40 Ave SE Extension

The recently approved *Airdrie Transportation Master Plan (TMP, 2020)* identifies future upgrades and extensions to 40 Ave SE from the Queen Elizabeth II Highway through to RR 292. The future 40 Ave SE roadway is recommended in the TMP as a 4 lane arterial upon ultimate buildout (assumed 24.4 m right-of-way). Currently, there is no road allowance between the Airdrie and Rocky View County border. As such, the full right-of-way is anticipated to be registered within Airdrie city limits along the southern border with Rocky View County as development occurs.

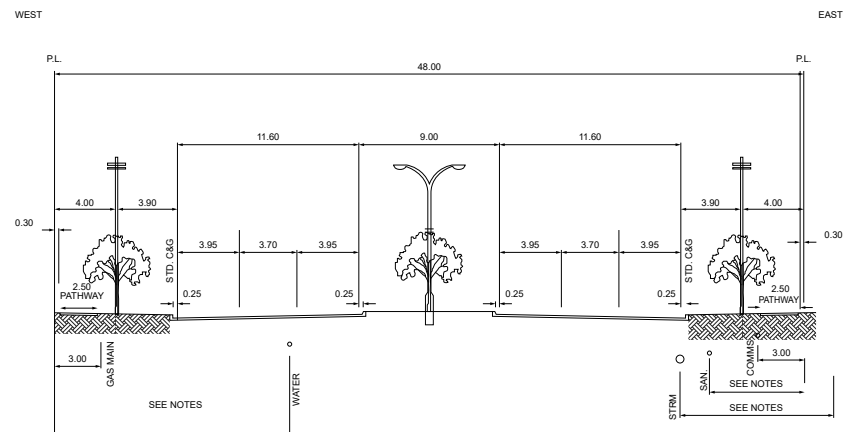
This CASP anticipates that the ultimate alignment of the 40 Ave SE right-of-way will extend beyond RR 292 and span the entire southern boundary of the Plan Area. However, registration and development of the entire 40 Ave SE right-of-way is not anticipated to be done immediately/all at once. The initial stage(s) of extending 40 Ave SE to RR 292 will be coordinated with the City and affected developer(s) prior to, or during, NSP stage. Future extension of 40 Ave SE along the remainder of the southern boundary of the Plan Area will be coordinated between the developer(s) and City during NSP Stage.

Range Road 292 (RR 292)

Lands for the RR 292 extension have been identified as part of a preliminary functional study conducted by the City, referenced within the recently approved TMP. The RR 292 alignment traverses through multiple tracts of land owned by multiple landowners within the Plan Area.

Further to additional consultation, the road is anticipated to be a 4-lane Divided Skeletal Arterial Road with a daily traffic capacity for a Skeletal Arterial (according to the TMP Complete Streets Toolbox) of 10,000 to 40,000, with a recommended 48.0 m right-of-way cross-section. The recommended ultimate cross-section is illustrated below.

The Aspirational Road Network identifies RR 292 as part of the Proposed Future Skeletal Network providing regional connection to the south. Considering the anticipated road right-of-way, ±9.6 ha (±23.6 ac) of land is required in order to facilitate this major road right-of-way (illustrated in **Map 6 Planning Considerations**).



RR 292 Functional Planning Study Exhibit 3.1 - Ultimate Cross-Section 48.00 m Right-of-Way

Noise Exposure Forecast (NEF) Contours

Portions of the Plan Area are contained within the NEF 30+ contour (illustrated in **Map 6 Planning Considerations**). As per Transport Canada - Land Use in the Vicinity of Aerodromes (TP 1247) Regulations, a number of uses are restricted within this contour level. Notably, for the purposes of this CASP, this includes residential dwellings. As such, the location of NEF contours in relation to a site and their effect on development will need to be determined at the NSP/Land Use stage, with the developer demonstrating compliance of proposed land uses with the applicable regulation(s) as they apply from federal authorities, as well the Land Use Bylaw. Some additional considerations are also required for lands within the NEF 25+ contour.

Utilities

Within the Plan Area, there are significant high pressure natural gas lines and an overhead power line that run adjacent to the Road Allowance between Sections 34 and 35. The power line and pipelines (License Numbers 3105-10 and 3105-19, as shown in **Map 6 Planning Considerations**), represent a notable constraint to development. There is a strong possibility these lines may remain in their current alignment as costs required to relocate would be significant. Should this high pressure gas corridor be retained, it is likely it would remain in its current state, with native grasses along the existing RR 292 corridor (as of time of CASP preparation). Information regarding the gas lines are provided below for reference:

Table 2 High Pressure Gas Lines

AER License No.	Operator	Type of Line	Outside Diameter	Max. Operating Pressure
3105-03	ATCO	Natural Gas	60.3 mm	4960 kPa
3105-10	ATCO	Natural Gas	219.1 mm	4960 kPa
3105-19	ATCO	Natural Gas	168.3 mm	4960 kPa

EOS Study Areas

Portions of the Plan Area that have potential environmental significance are identified as 'EOS Study Area' (see **Map 8 Land Use Concept**). Of note, there are two waterbodies within SE Section 34 that are currently crown claimed wetlands, in addition to two waterbodies in NW Section 35 that are likely candidates to be crown claimed as part of future investigation(s).

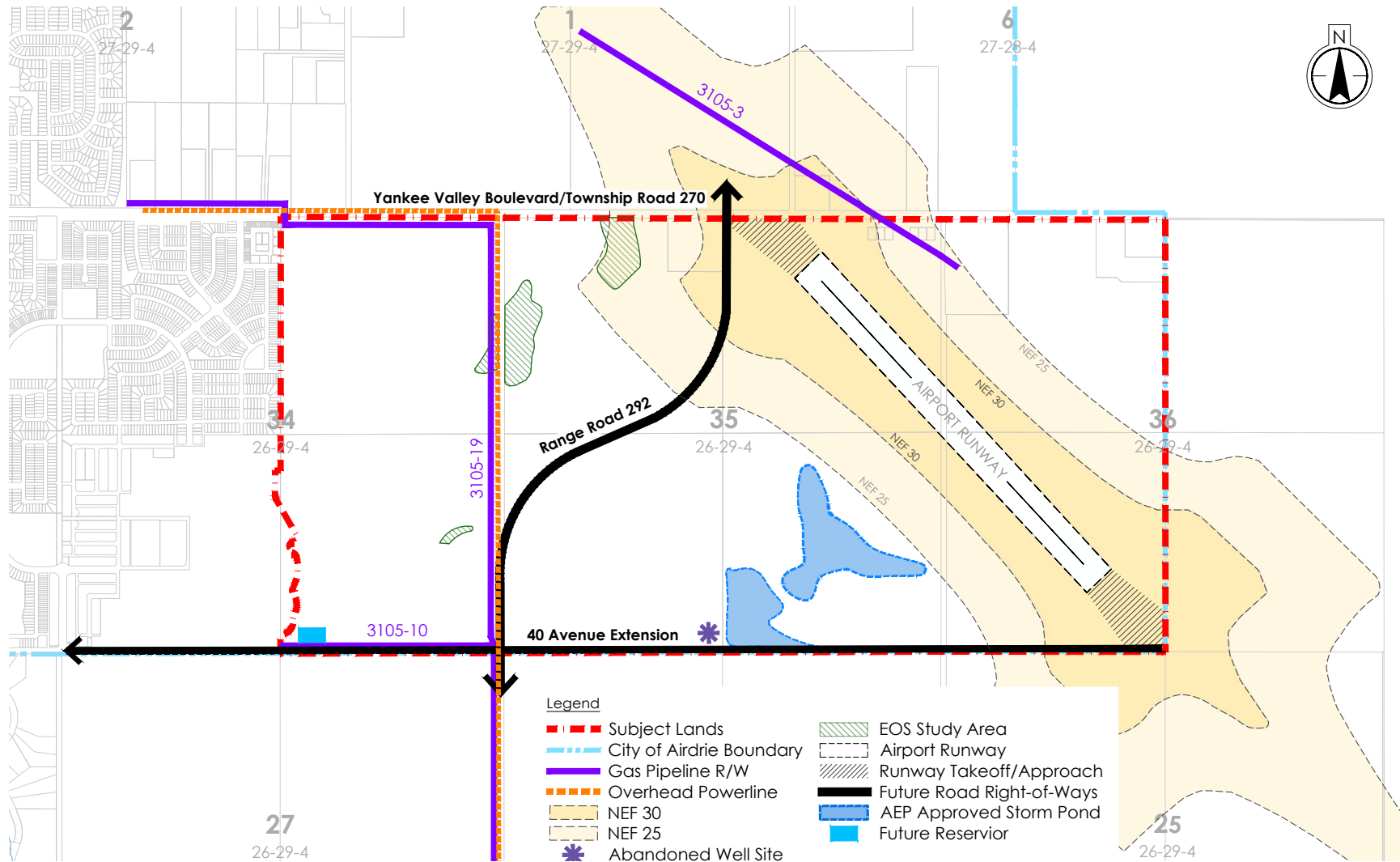
While all EOS Study Areas will require further review and study at NSP level through a Biophysical Impact Assessment (BIA), there is a high likelihood that the larger waterbody features in NW Section 35 and NE Section 34 (see **Map 6 Planning Considerations**) will remain. Development within this area of the CASP should consider at NSP stage how neighbourhood patterns and built form will be facilitated surrounding the larger waterbody features that are likely to remain in NE Section 34 and NW Section 35.

AirPark AEP Approved Storm Pond

The Airdrie AirPark has an Alberta Environment and Parks (AEP) approved storm drainage system in place under the Environmental Protection and Enhancement Act (EPEA), consisting of two storm ponds with an area of ±14.0 ha (±34.5 ac) located in the southwest portion of the AirPark lands within SE Section 35 (illustrated in **Map 6 Planning Considerations**).

Should the stormwater facility remain in place (as approved), future neighbourhood planning and design surrounding the ponds must account for the footprint of the stormwater facility, as well as the accompanying overland drainage corridors designed to pick up stormwater runoff from the nearby runway.

Map 6 Planning Considerations



- Legend**
- Subject Lands
 - City of Airdrie Boundary
 - Gas Pipeline R/W
 - Overhead Powerline
 - NEF 30
 - NEF 25
 - Abandoned Well Site
 - EOS Study Area
 - Airport Runway
 - Runway Takeoff/Approach
 - Future Road Right-of-Ways
 - AEP Approved Storm Pond
 - Future Reservoir

1.8 Oil and Gas Facilities

Abandoned Gas Well

A natural gas well drilled in 1977 and subsequently abandoned in 2013 is located within the Plan Area at the southeast corner of SE Section 35, north of 40 Ave SE (identified on **Map 6 Planning Considerations**). As of 2017, the affected land area has been cleared and all evidence of the well site removed.

At the time of a site visit conducted as part of the Phase I Environmental Site Assessment (ESA) in July 2020, the quarter section including the former well site was being used as cropland. As noted within the Phase I ESA, there are no records of any previous environmental investigations identified for this former well site. Therefore, additional sampling and testing would be required at a later stage (e.g., NSP or Development Permit stage) to determine if former oil and gas activities have impacted soil or groundwater in this area.

At the time of preparation of this CASP, AER Directive 079 requires a minimum 5 m setback (radius) for development surrounding the abandoned well in addition to further setback requirements from the City as outlined in **1.8.1 Abandoned Well Policies**.

Pipelines

In addition to the operating natural gas transmission pipelines identified in **Section 1.7 Planning Considerations**, there are also abandoned pipelines running north/south across the eastern edge of the Plan Area (along the eastern boundary of the AirPark lands, illustrated in **Map 3 Existing Conditions**).

Policies for management and/or removal of the pipelines are outlined in **1.8.2 Pipeline Policies**.

1.8.1 Abandoned Well Policies

- 1 All development around an abandoned well site must comply with AER directives and regulations, as well as other applicable laws or regulations.
 - 2 Roads shall not be located over abandoned wells.
 - 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).
 - 4 Where urban development is proposed around an abandoned well site, a 30 x 35 m work area (size of work area to be confirmed at NSP stage) shall be provided around the well, and a 6 m access corridor shall be provided for service vehicles. A minimum 5 m setback is required from the abandoned well head to the edge of the work area. The size of the work area may be reduced if agreed to by the municipality, in coordination with the Regulator.
-

1.8.2 Pipeline Policies

- 1 At time of NSP/land use, land containing any active pipeline rights-of-way must be redesignated to public utility land use and have separate title. 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.
 - 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.
 - 3 Existing utility pipeline rights-of-way shall be abandoned and relocated before being considered for Municipal Reserve (MR) at Subdivision stage.
-

Mineral Rights

Private, fee simple or freehold mineral interests, and known hydrocarbon resources, are understood to exist in the Plan Area, including in or under the following lands:

- SE 34 - 026 - 29 - W4M
- SW 35 - 026 - 29 - W4M
- NW 35 - 026 - 29 - W4M
- NE 35 - 026 - 29 - W4M
- SE 35 - 026 - 29 - W4M
- NW 36 - 026 - 29 - W4M

The intent of this policy section allows for the City to monitor proposals for new facilities related to the production, collection, and distribution of oil and gas in the city, and its proposed growth areas. Additionally, this section acknowledges the potential interface conditions between future community development and oil and gas/mineral/resource extraction that may arise, while ensuring ongoing consultation during future planning stages (such as NSP stage, Subdivision, etc.), occurs between the surface land developers and those private, freehold mineral interest rights holders within the Plan Area, where and when applicable.

1.8.3 Mineral Rights Policies

- 1** Where not precluded by an applicable federal or provincial jurisdiction, the City may require developers and the oil and gas industry (including freeholders or related lessees or licensees) to address a variety of municipal planning impacts associated with oil and gas development. For example: infrastructure impacts; traffic impacts; access issues; chemical storage and waste disposal; construction standards and management; storm and water management; reclamation; landscaping; appropriate setback expansion (beyond provincial or federal minimums); facility height and aesthetics (e.g., signage, lighting); various nuisance issues (e.g., flaring, air quality, odours, noise, weeds, dust); erosion and sediment management; watercourse and waterbody impacts; surface water drainage and diversions; groundwater impacts; top soil and subsoil impacts; avian, terrestrial and aquatic wildlife impacts; historical, archaeological and palaeontological impacts; municipal emergency response capability; and, local priorities regarding special areas or areas of environmental significance.
 - 2** To realize the City's objectives and policies respecting oil and gas development issues, the City may employ various legal or planning tools respecting the SEYVB CASP area, such as: participating in provincial or federal regulatory processes; requiring NSP to meaningfully address municipal planning impacts associated with oil and gas development; appropriate land use bylaw controls; relevant terms and conditions in development permits, subdivision approvals, and development agreements; and, agreements with industry.
 - 3** Application for NSP or NSP amendment is to include, to the City's satisfaction:
 - a. Evidence of developer-initiated, meaningful consultation opportunities with potentially affected freehold mineral title holders, and oil and gas operators or licensees;
 - b. Designs and land use proposals and policies that reasonably respond to adopted City policies and issues raised through consultation opportunities (for freeholders, etc.), and that reasonably mitigate land use conflict including respecting physical access.
-

Mineral Rights Policies continued on next page

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- 4** Without limiting the discretion of the City in any way, the City may refuse to accept an NSP as complete unless it includes the following supporting information:
- a. A plan for ongoing meaningful consultation with affected heavy-industrial developments, freehold mineral title holders, and oil and gas operators or licensees, which plan is to apply throughout various NSP application processes and construction;
 - b. Identification of proposed crossings or use of:
 - i. lands that are subject to registered or apparent third-party subsurface oil, gas, or mineral interests (including lands within setback minimums imposed provincially or federally); and
 - ii. lands with suspected contamination,and evidence of, or a plan to secure, all provincial or federal regulatory approvals, and/or easements or other rights (e.g., permission to disturb a pipeline ROW) necessary to authorize proposed NSP development and construction within or near such lands;
 - c. Professional risk assessment and/or professional planning or environmental assessment respecting known development constraints (e.g., surface or subsurface conditions) and respecting whether provincial (e.g., SADR, AER) or federal (e.g., CER) minimum setback requirements should be exceeded, and relevant consultation feedback;
 - d. Designs and land use proposals and policies that:
 - i. identify known and expected oil and gas surface and sub-surface impacts, including access and infrastructure needs and impacts;
 - ii. reasonably address, or are consistent with preference for, multi-purpose or coordinated utility and transportation corridors and risk-based, economic clustering of any oil and gas pipeline, wells, and facilities; and
 - iii. reasonably conform to adopted City policies (including, for example, City policies adopted from time to time respecting statutory plan preparation or oil and gas development issues).
-
- 5** Without limiting the discretion of the Approval Authority in any way, the Approval Authority may refuse to support, or may oppose, resource or oil and gas development that is inconsistent with City policies, or negatively impacts municipal or public lands or services (whether existing or proposed), or poses a material risk to community safety, viability, or wellbeing.
-

1.9 Rocky View County Interface

Intermunicipal Development Plan

Approved by the City in August 2001 (Bylaw B-21/2001) and by Rocky View County (Bylaw C-5385-2001) in July 2001, the *City of Airdrie/M.D. of Rocky View Intermunicipal Development Plan (2001)* provides policy direction to both municipalities in areas of common land use development, servicing infrastructure and transportation. A CASP will respect the Intermunicipal interface and accommodate planning for future servicing corridors and transportation networks, address servicing capacities and identify stormwater catchment areas and wetlands.

A majority of the Plan Area is situated within the Intermunicipal Development Plan (IDP) notification zone (*IDP Map 1 – Intermunicipal Development Plan Area*), meaning that the policy document is subject to review and comment by Rocky View County. As per Section 2.4 of the IDP, Notification Zones within the IDP do not reflect detailed policy, as does the Policy Area; but rather serve to facilitate ongoing notification and information sharing between the municipalities regarding land use policies and applications.



Interface Considerations

The SEYVB CASP is bordered by Rocky View County along the east and southern boundaries.

Development within the Plan Area along the southern boundary will be separated from Rocky View County by the future 40 Ave SE extension by a four lane arterial roadway that includes a landscaped median and boulevard to provide visual separation between existing and future Rocky View County Residents south of the Plan Area. Employment uses along the eastern boundary of the Plan Area may require additional consideration as to how interface conditions with Rocky View County will occur. Details of which will be discussed with the City in coordination with Rocky View County as part of the intermunicipal coordination process at NSP stage.

1.9.1 Rocky View County Interface Policies

- 1 Rocky View County shall be circulated and invited to comment on the CASP and future NSPs within the Plan Area as part of the intermunicipal development review process.
- 2 To address intermunicipal interests, the City will consult with Rocky View County to develop a coordinated planning process and ensure continued, meaningful communication between the two municipalities at NSP stage .
- 3 Development adjacent to agricultural lands (i.e., within ± 30 m) should reference the Rocky View County *Agricultural Boundary Design Guidelines* (n.d.) at NSP Stage.
- 4 *City of Airdrie/M.D. of Rocky View IDP (2001)* transition and entranceway policies should be included in the interface policies of future NSPs, where applicable.

1.10 CMRB Regional Corridors

The CMRB *Interim Growth Plan* provides guidance on land-use, population and employment growth, and infrastructure planning related to matters of regional significance on an interim basis in the Calgary region, prior to the approval and implementation of the long-term Growth and Servicing Plans. The *Interim Growth Plan* provides a foundation for the 2021 Growth Plan by mapping regionally significant features, establishing common definitions, and beginning to address key requirements.

Regionally significant features are considered those that may benefit or impact two or more CMRB member municipalities by virtue of adjacency, land use, infrastructure, and/or servicing requirements. These elements are identified in the *Interim Growth Plan* so that key elements of the Region (such as regional infrastructure) may be considered as part of future statutory plans, such as the SEYVB CASP.

The Region includes two regionally significant corridor types: mobility and transmission corridors, as per Schedules 3 to 6 within Section 5 of the *Interim Growth Plan*. Statutory Plans (such as the SEYVB CASP) are to identify these elements within a 1.6 km radius surrounding the Plan Area and establish applicable policies to appropriately address each element either at the CASP level, or future stages of planning (i.e., NSP/land use stage).

Mobility Corridors

Regionally significant mobility corridors provide multi-modal transportation connections across the Region and between member municipalities. There are no regionally significant mobility corridors located within 1.6 km of the Plan Area as per CMRB *Interim Growth Plan* Schedules 3 and 4.

Transmission Corridors

Regionally significant transmission corridors distribute water, wastewater, and energy services across the Region. There are no regionally significant corridors located within 1.6 km of the Plan Area as per CMRB *Interim Growth Plan* Schedule 5.

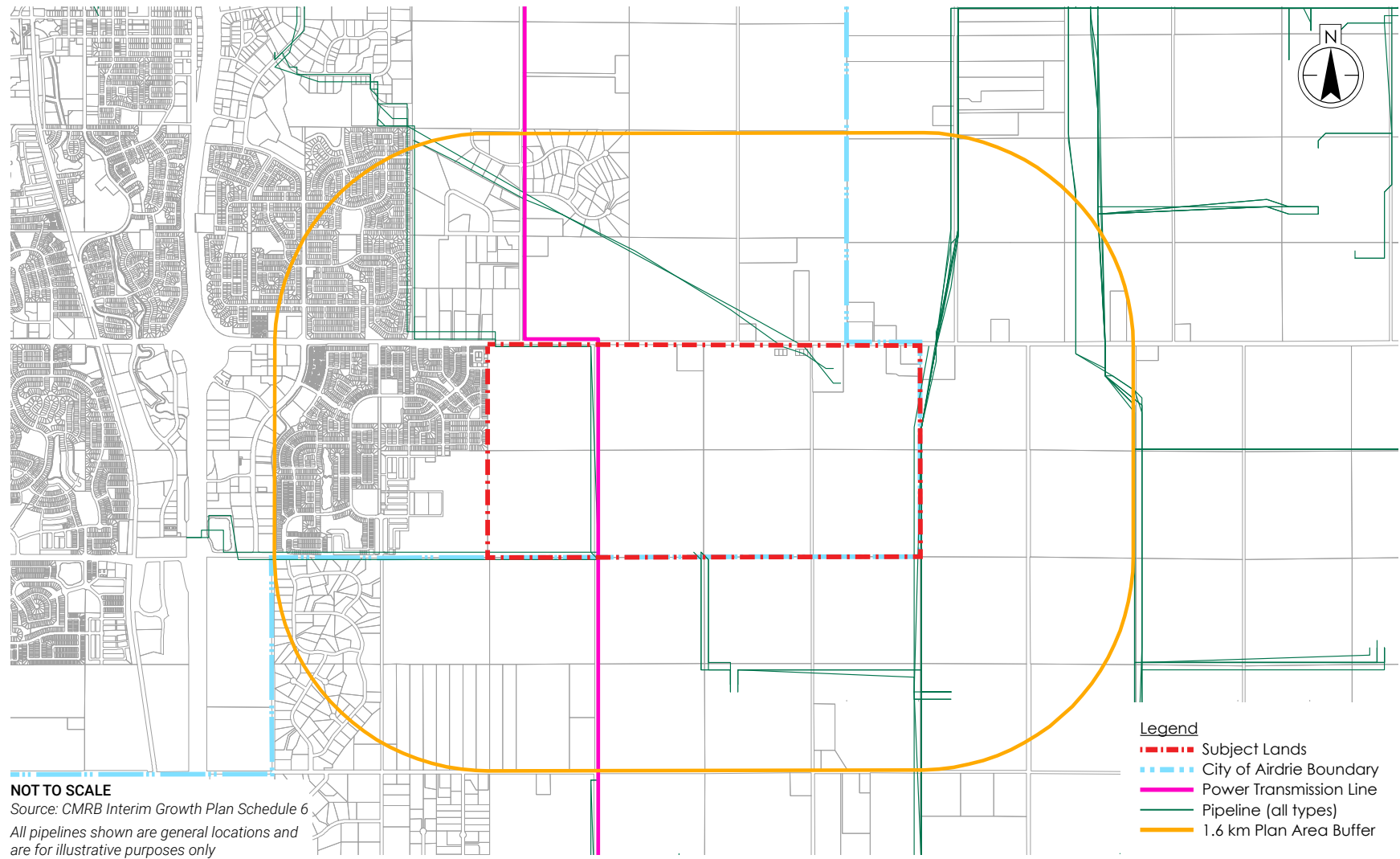
Power Transmission Line & Pipelines

The Plan Area contains regionally significant transmission corridors within the 1.6 km buffer (as per CMRB *Interim Growth Plan* Schedule 6), illustrated in **Map 7 CMRB Schedule 6 - Energy**.

1.10.1 Power Transmission Line Policies

- 1 Retention and/or relocation of the overhead power line, if desired, shall be identified by the developer during NSP stage and a right-of-way registered for the ultimate location during Subdivision stage.
-

Map 7 CMRB Schedule 6 - Energy



1.11 Legislative & Policy Framework

CASPs are statutory planning documents adopted by bylaw, passed by Council in accordance with the MGA. The SEYVB CASP has been prepared within the context of the statutory planning system in Airdrie, as well as other non-statutory master planning and servicing initiatives that provide guidance for the future land use and development of the Plan Area. The SEYVB CASP is to be read in conjunction with the documents outlined in **Table 3 Planning Framework**.



Table 3 Planning Framework

Document	Description
Municipal Government Act (MGA)	Provides the governance framework for how the City of Airdrie operates, plans, and develops new communities.
South Saskatchewan Regional Plan (SSRP) 2014	Establishes a long-term vision for the region using a cumulative effects management approach to guide local decision makers in land use management, working to achieve Alberta’s economic, environmental, and social goals.
Calgary Metropolitan Region Board (CMRB) Interim Growth Plan (2018)	Provides guidance on land use, population, and employment growth, and infrastructure planning related to matters of significance in the greater Calgary region.
City of Airdrie/MD of Rocky View Intermunicipal Development Plan (IDP)* 2001	The 2001 City of Airdrie/M.D. of Rocky View (Rocky View County) IDP provides policy direction to both municipalities for interface areas between the municipalities. The IDP outlines policies for areas of common land use development near the shared City and Rocky View County borders, with details regarding servicing infrastructure and transportation.
Municipal Development Plan (MDP)* 2014	Referred to as the <i>Airdrie City Plan</i> , the MDP contains city-wide objectives and specific direction for types of development and serves as the foundation for community planning in Airdrie.
12,000 Acres Plan (12K Plan) 2012	The 12K Plan is a non-statutory document intended to guide Council’s decision making on future development within the 2012 annexation lands acquired from Rocky View County, working in conjunction with the MDP.
Transportation Master Plan (TMP) - 140K Plan (2020)	The <i>Airdrie Transportation Master Plan</i> (also referred to as the 140K Plan), provides direction for transportation planning, establishing an important link between the MDP and transportation in Airdrie.
Other City of Airdrie Documents and Policies	Documents and Policies such as the <i>Great Places Plan</i> , <i>Airdrie Utility Master Plan (UMP)</i> , <i>AirdrieONE Sustainability Plan</i> , <i>Transit Master Plan</i> , <i>Airdrie Wetland Policy (ENV-02-C)</i> , among others, provide policy and direction for specific typologies and areas within the City of Airdrie.
Community Area Structure Plan (CASP)*	Provides statutory policy and direction for new communities in Airdrie, outlining the land use, population density, location of major roads and utilities, and sequence of development.
Neighbourhood Structure Plan (NSP)*	A statutory land use concept plan, derived from a CASP, prepared by a developer for any large undeveloped parcel of land, generally one quarter section in size or larger.
Land Use Bylaw (2016)	Establishes permitted and discretionary uses, as well as other site-specific regulations for parcel development.

* Denotes Statutory Plan

1.12 CASP Vision & Objectives

CASP Vision

The SEYVB CASP will serve as a key entry point into Airdrie from the south and east, establishing a prominent sense of arrival for residents and visitors alike. Located at the southeastern gateway into Airdrie along Yankee Valley Blvd SE and future RR 292 corridor, the Plan Area provides a comprehensive development with a variety of land uses in southeast Airdrie including residential, commercial, industrial, and aviation. This area will become a desirable place in which to live, work, and recreate, with a prominent mixed-use employment corridor along Yankee Valley Blvd SE and RR 292/40 Ave SE. The CASP will provide residential neighbourhoods that demonstrate best practices in urban design; integrated with nearby shops, workplaces, restaurants, public spaces, and open space recreation nodes throughout the area.

Anchored by the Airdrie AirPark to the east and prominent mixed-use corridor along Yankee Valley Blvd SE, the SEYVB CASP also establishes a major employment area in southeast Airdrie with commercial, retail, and industrial opportunities incorporating development that is both sensitive and complementary to the AirPark. With a new major transportation corridor upgrade in RR 292, north-south access to the east end of Airdrie will be greatly improved, reducing the dependency on the Queen Elizabeth II Highway for residents and visitors alike to the city.



Plan Objectives

- **Organized Growth** – The CASP will provide an ordered approach to development through implementation of well-defined land use areas, together with identification of required key infrastructure and servicing.
- **Business and Employment Growth Opportunities** – The CASP will support Airdrie’s goal of achieving financial sustainability through appropriate allocation of non-residential land uses, further diversifying the tax base in Airdrie.
- **Viable Non-Residential Development** – Ensure sustainable and sensitive growth of the non-residential lands in a way that is supported by market trends, desired growth size, and maximizes the opportunities afforded by Yankee Valley Blvd SE and the Airdrie AirPark.
- **Enhance Airdrie’s Future Gateway Corridors** – Complement and enhance Airdrie’s future eastern and gateway corridors along Yankee Valley Blvd SE, 40 Ave SE, and the future RR 292 corridor.
- **Support the Airdrie AirPark** – Organize the plan to allow for continued use and future operational growth of the Airdrie AirPark with compatible and complimentary industrial/employment type land uses.
- **Complete Neighbourhoods** – Foster development of vibrant, diverse, and attractive neighbourhoods where residents have the opportunity for recreation, employment, services, and daily needs.
- **Create a Range of Housing Opportunities** – Provide residents of Airdrie with opportunities to both enter the market and age in place through a diverse mix of low density lot sizes and built forms, and medium density housing choices in the Plan Area.
- **Connectivity** – create a high degree of connectivity for pedestrians, cyclists, transit, and motor vehicles within the CASP and surrounding neighbourhoods, reflecting the policies and principles outlined in the *Airdrie City Plan*, *Great Places Plan*, and TMP.

2 Land Use Concept



2.0 Land Use Concept

2.1 Overview

The Land Use Concept for shows the types and general locations of land uses and street networks within the Plan Area. The concept organizes the Plan Area by providing a Commercial/Mixed Use corridor along the southern entrance to the Plan Area from RR 292, as well as along the Yankee Valley Blvd SE corridor at the north edge of the Plan Area, as outlined in the 12K Plan.

Low and Medium Density Residential Areas comprise much of the west and central area of the CASP, with Employment Lands focused towards the east. Residential areas will provide a variety of housing options that will support nearby open spaces, future transit, and two Neighbourhood Commercial Nodes that will conveniently serve the neighbourhood populations through local retail and other convenience-commercial type uses and services.

The Land Use Concept for the SEYVB CASP is illustrated in **Map 8 Land Use Concept**.

2.1.1 Land Use Concept - General Policies

-
- 1 Land use designations should be generally consistent with the land uses identified in **Map 8**.

 - 2 Refinements to locations as shown in the Land Use Concept, among others, may be made during NSP stage in accordance with **Section 7.1** of this CASP.

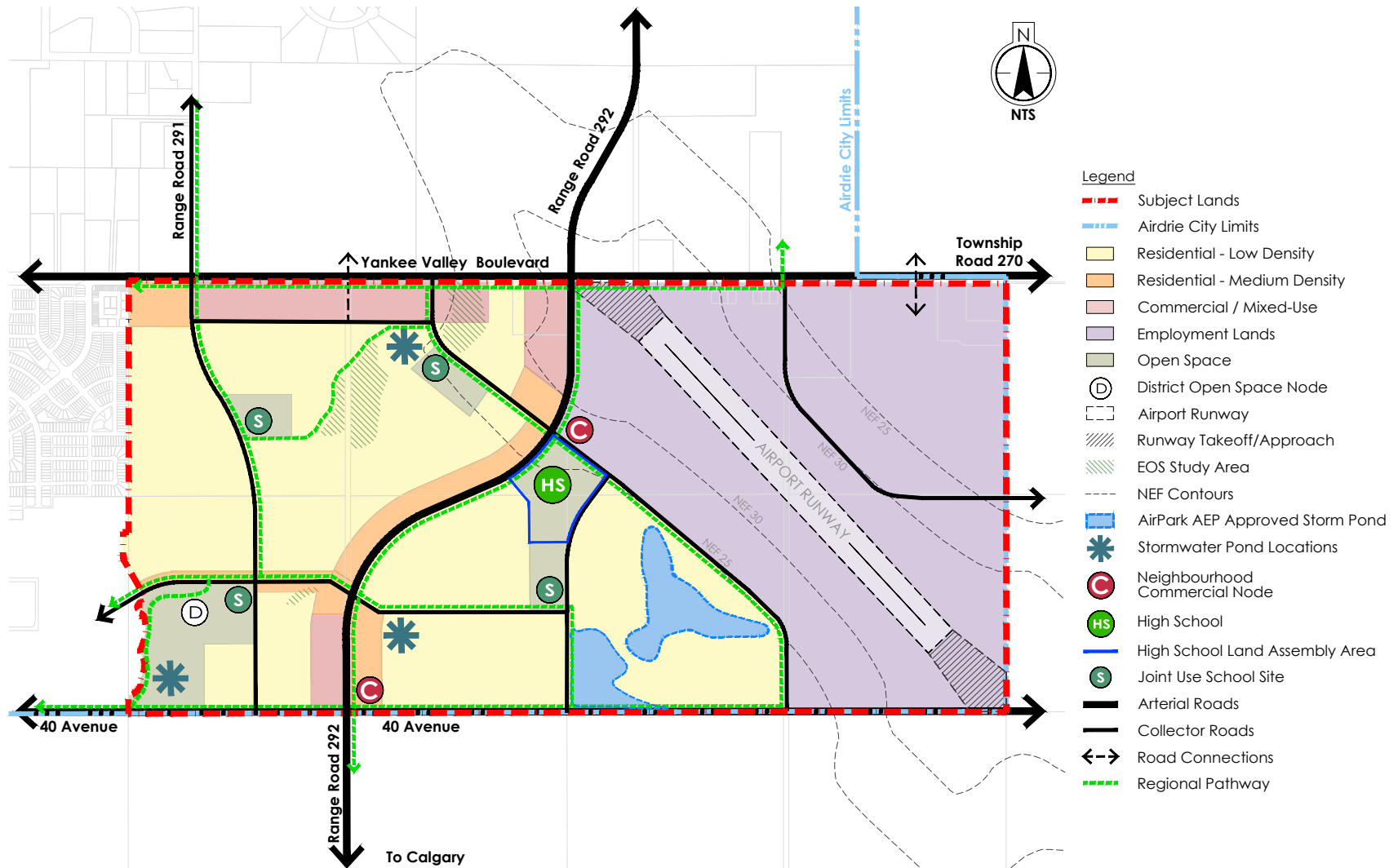
 - 3 Where adjustments are made to the EOS Study Area extents, areas, or boundaries at NSP, Subdivision, or Development Permit stage, policies of the adjacent or underlying Land Use Areas shall apply without requiring an amendment to this ASP, its maps, or appendices.

 - 4 The overall SEYVB CASP shall achieve an appropriate density of ± 20 units per gross developable residential hectare (uph) (± 8 units per gross developable residential acre [upa]).

 - 5 NSPs submitted within the SEYVB CASP must demonstrate how they contribute towards achieving the overall density goals for the Plan Area.

 - 6 Development near the Airdrie AirPark may have additional design considerations, such as height and use restrictions within certain 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.
-

Map 8 Land Use Concept



2.2 Plan Projections

Table 4 Plan Areas outlines projected areas for notable components of the SEYVB CASP. The EOS Study Area in particular represents area that may be determined as ER; however, is subject to further study and confirmation at NSP/land use stage.

Table 5 Plan Projections outlines the projections for population and jobs for the SEYVB CASP.



Table 4 Plan Areas

	Area (ha/ac) *
Gross Plan Area	±516 ha (±1,275 ac)
EOS Study Area	±8 ha (±20 ac)
High School Land Assembly Area	±8 ha (±20 ac)

Table 5 Plan Projections

Land Use Category	Area (ha/ac) *	Dwellings	Population	Jobs
Low Density Residential	±208 ha (±514 ac)	3,241	8,750	280 †
Medium Density Residential	±26 ha (±65 ac)	1,117	3,015	96 †
Commercial/Mixed Use	±26 ha (±64 ac)	293	792	1,740
Neighbourhood Commercial Nodes	-	-	-	200
Employment Lands ‡	±181 ha (±448 ac)	-	-	7,173
Schools and Open Space §	±63 ha (±155 ac)	-	-	360
Total		4,651	12,557	9,849

* All areas rounded to the nearest whole ha (ac).

† Home based jobs/work from home.

‡ The ±21 ha (±52 ac) runway area has been removed from the gross Employment Lands area (±203 ha | ±502 ac) for consideration of future employment projections.

§ Anticipated open space area (subject to change) includes anticipated MR area (including elementary/junior high school and high school sites, and anticipated employment associated with each), EOS Study Areas (subject to further review at NSP stage), and other publicly-accessible open spaces (such as storm pond areas).

Note: Land Use Areas, jobs, and population projections are estimates only and are subject to change as further analysis and development scenarios are examined during more detailed stages of planning and development such as NSP, Land Use Amendment, Subdivision, and Development Permit stages.

2.3 Neighbourhood Areas

The SEYVB CASP is comprised of five Neighbourhood Areas, primarily delineated by landownership considerations within the Plan Area, separated through logical boundaries as defined by quarter sections and planning considerations such as future roadways and the NEF Contours.

Built in the early 1940s as part of the British Commonwealth Air Training Plan (BCATP), the Airdrie Airpark is one of many historic airfields throughout southern Alberta that contributed to the World War II effort. Recognition of this rich aviation past would highlight a meaningful element of Airdrie's history and could be incorporated as part of the community identity for future neighbourhoods within the Plan Area.

Intent

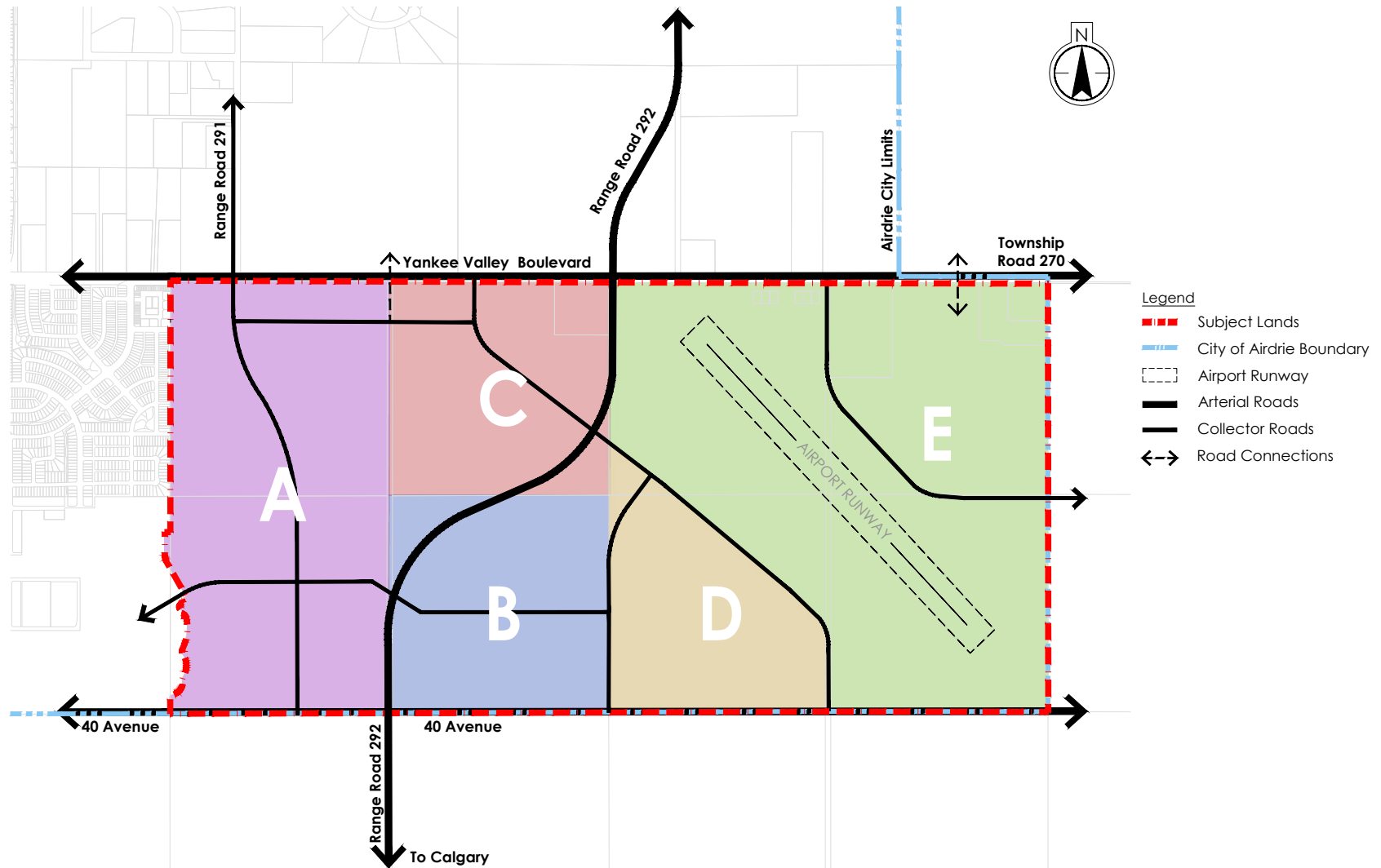
Neighbourhood Areas provide a framework for the development of a complete community with distinct areas, driven primarily by land ownership, comprised of a coherent structure according to the street network to facilitate future logical development.

2.3.1 Neighbourhood Area Policies

- 1 Neighbourhood boundaries should be generally located as shown on **Map 9**.
- 2 Neighbourhood boundary areas may be adjusted to accommodate exchanges of land between landowners or to accommodate development around constraints noted within **Section 1.7** (among others), especially considering, but not limited to, areas adjacent to RR 292.
- 3 A NSP shall be prepared for each neighbourhood area.
- 4 Community naming, street names, wayfinding, and other amenities should consider the historic context of the Airdrie AirPark, relating to aviation themes (if/where possible).



Map 9 Neighbourhood Areas



2.4 Residential

The Residential Area makes up a majority of the central and western components of the CASP. This Area will offer a variety of low and medium density housing including single-detached dwellings, narrow-lot single-detached dwellings, semi-detached and duplex buildings, townhouses, and low-rise apartments, providing density in alignment with the MDP. Development in the Residential Area will also accommodate a variety of lot widths and types to increase the opportunity for housing affordability and choice for future residents in the lower density locations. Residential Area neighbourhoods are envisioned to be walkable and pedestrian friendly, promoting safe, convenient, and accessible connectivity options throughout.

The medium density components of the Residential Area will be located in proximity to major transportation routes throughout the CASP (e.g., internal collector roads, RR 292, 40 Ave SE, Airdrie Transit, etc.), as well as community amenities (such as open space features, Neighbourhood Commercial Nodes, etc.) to improve their accessibility to transit-serving corridors.



Intent

The Residential Area of the CASP provides density in alignment with the MDP and offers a variety of lot sizes and built forms. Medium density components accommodate a greater concentration of units in areas effectively serviced by major roads and/or transit to increase housing choices throughout the CASP.

2.4.1 Residential Policies

- 1** Low density developments should provide a diverse mix of housing types comprised of single-detached, narrow-lot single-detached, semi-detached, duplex, and/or other forms considered appropriate by the Development Authority.

- 2** Medium Density developments should provide a diverse mix of housing types comprised of street-fronting and stacked townhouses, low-rise apartment buildings, and/or other multi-residential forms considered appropriate by the Development Authority.

- 3** Medium Density development should be planned in a comprehensive manner with sensitivity to adjacent existing or planned, lower density residential uses.

- 4** Medium Density developments should be located along collector roadways, arterial corridors (such as RR 292), and areas with access to planned transit service.

- 5** Sizes and locations of medium density sites shall be defined at NSP stage.

- 6** The Residential Area shall contribute towards meeting the MDP objective of including a minimum 30% housing stock consisting of a mix of duplex, semi-detached, townhome, apartment, and other attached housing styles (demonstrated at NSP level).

- 7** As per the MDP, small and narrow lot single-detached development, as defined in the Land Use Bylaw, should not exceed 35% of the housing stock within a NSP area.

2.5 Commercial/Mixed Use

The SEYVB CASP provides opportunity for commercial and mixed use development along Yankee Valley Blvd SE, as well as 40 Ave SE/RR 292. The Commercial/Mixed Use Area will provide a variety of commercial, retail, and service uses, with the potential for medium density residential to be integrated either vertically (i.e., within the same building), or horizontally (i.e., a mix of commercial and residential uses on a site but not contained within the same building).

As Yankee Valley Blvd SE and RR 292 will serve as prominent gateways to the southeast and east ends of the city, development will have a meaningful impact on the perception of those entering and exiting Airdrie through these major corridors. Therefore, it is important to provide attractive visual treatments along the major roadways (such as boulevard landscaping/treatments), as well as have buildings framing the public realm, where possible.

The Commercial/Mixed Use Area is anticipated to receive a high volume of multi-modal traffic which will support a strong commercial/retail base for southeast Airdrie. This area will meet the daily needs of nearby residents, while also serving multiple neighbourhoods with its location along Yankee Valley Blvd SE and 40 Ave SE. Users will be able to easily access this corridor by roadways, pedestrian and cyclist pathways, as well as Transit connections. The Commercial/Mixed Use Area's locations relative to nearby medium density and low density residential will also allow residents to live in close proximity to employment, shopping, and commercial services, with strong pedestrian and future transit connections that promote multi-modal travel to each of the corridors.



Intent

The Commercial/Mixed Use Area will develop into an attractive east entrance to the city, functioning as a multi-community hub of commercial and retail activity along Yankee Valley Blvd SE and 40 Ave SE, integrated with nearby residential and promoting multi-modal forms of access.

2.5.1 Commercial/Mixed Use Policies

- 1** Each site within the Commercial/Mixed Use Area shall be comprehensively planned at NSP/ Development Permit stage.

- 2** The Commercial/Mixed Use Area may consist of a mix of residential and non-residential uses.

- 3** Commercial/Mixed Use Area buildings shall provide for strong pedestrian orientation with permeability and good connections to the regional multi-use pathway, open space systems, adjacent buildings, street network, and transit.

- 4** Buildings within the Commercial/Mixed Use areas should be oriented to the public street and have pedestrian connections from the public sidewalk to building entrances, where there is on-street parking immediately fronting the building. Where there is no on-street parking immediately fronting the building, development may be oriented to an internal private street or parking area and should provide clearly defined pedestrian access from the public sidewalk to the non-residential unit entrances.

- 5** Parking, loading, storage facilities and delivery areas for commercial buildings should be located away from public streets where possible. Should parking be required in front of buildings, the parking lot(s) should be visibly screened (by natural landscape buffers, street furniture, decorative fencing, etc.), where possible.

- 6** Gas stations may be permitted along Yankee Valley Blvd SE and RR 292 and should be screened from view of pedestrians on the street (by other buildings, landscaping, street furniture, decorative fencing, etc.). Access and site layout of gas stations should not conflict with pedestrian or cyclist pathways.

2.6 Neighbourhood Commercial Nodes

The CASP identifies two Neighbourhood Commercial Nodes that are intended to function as smaller hubs of retail/commercial activity, providing the residential areas with neighbourhood-level services that complement or differ from the Commercial/Mixed Use and Employment lands. Neighbourhood Commercial Nodes are located along the arterial road system at collector road intersections to ensure convenient access and accommodate future transit-oriented development. Medium density residential uses adjacent to the Neighbourhood Commercial Nodes will aid in strengthening the vibrancy and success of the commercial/retail developments, contribute towards increased activity for the nodes, and provide a transition to surrounding lower density residential areas. Details of the Neighbourhood Commercial Nodes will be determined at the NSP stage.



Intent

The Neighbourhood Commercial Nodes serve as neighbourhood destinations offering appropriately scaled retail and commercial uses for convenience needs and services to nearby residential areas.

2.6.1 Neighbourhood Commercial Node Policies

- 1** A Neighbourhood Commercial Node shall contain supporting commercial/retail at a neighbourhood scale.

- 2** Neighbourhood Commercial Nodes may contain a mix of retail or commercial uses, combined with residential uses in the same building(s), where possible.

- 3** Neighbourhood Commercial Nodes should provide walkable, safe, and convenient access that accommodate a variety of mobility levels.

- 4** Surface parking should be oriented towards the side or rear of buildings, or otherwise screened from the public realm (e.g., landscape buffers, decorative fencing, etc.), where possible.

- 5** Drive-through facilities may be permitted within Neighbourhood Commercial Nodes located adjacent to an arterial or collector roadway (e.g., RR 292 or 40 Ave SE). Access to drive through lanes must not conflict with pedestrian or cyclist pathways.

- 6** A conceptual layout with identification of proposed land uses within each Neighbourhood Commercial Node must be provided at the NSP stage.

2.7 Employment Lands

New and existing non-residential uses that benefit from their location adjacent to the AirPark, Yankee Valley Blvd SE, and future 40 Ave SE extension will be encouraged in the Employment Lands Area. These lands will accommodate industrial-type uses in an urban form and contribute to Airdrie's goal of increasing non-residential land use supply within the city. As an integral part of realizing future city-wide non-residential and employment growth targets, this area is envisioned to provide a greater intensity of jobs and high assessment forms of industrial type businesses, such as light-industrial strata, trades (e.g., electrical, plumbing, etc.), building supply companies, among others, associated with higher expected employment densities (e.g., 13-18 jobs per ac).

The Airdrie AirPark is seen as an integral part of future growth in the Employment Lands Area and will remain as a key component of the CASP. The location of Employment Lands in close proximity to the AirPark affords many advantages and possibilities for industrial/business operations able to utilize small aircrafts including flight training and operations requiring helicopter use, among others. Because of the unique nature of the AirPark and its location in the CASP, development must consider all applicable municipal and federal regulations when developing in close proximity to the runway.

Intent

Promote the development of non-residential uses compatible with and complementing the AirPark to provide quality, local employment opportunities for residents, and financial sustainability through increasing the City's non-residential tax base.

2.7.1 Employment Lands Policies

- 1 Industrial uses should be prioritized over commercial uses in the Employment Lands.
- 2 The Employment Lands Area may include commercial uses, where compatible, considering the interface and compatibility with any adjacent Industrial or AirPark uses in the Employment Lands.
- 3 Heavy Industrial uses that potentially interfere with AirPark operations shall not be supported in the Employment Lands Area.
- 4 Industrial development should be set back from Yankee Valley Blvd SE with preference given to light-industrial, mixed business/employment, and general industrial type uses when interfacing with the street and other significant public frontage areas.
- 5 Industrial Live/Work opportunities (such as, but not limited to, minor manufacturing services, woodworking, or catering services) may be considered within the Employment Lands Area, outside of the NEF30 contour level and in alignment with applicable federal policies. All potential Live/Work developments must adhere to any/all relevant regulations and considerations of the *Alberta Building Code*.
- 6 Outdoor storage and outside display areas may be permitted and should demonstrate proper screening and/or buffering from the public realm (such as Yankee Valley Blvd SE).
- 7 Uses interfacing with Low or Medium Density Residential Areas should be fully enclosed in a building or be appropriately screened from adjacent residential neighbourhoods.
- 8 Employment Lands development should provide for convenient, safe, and attractive pedestrian and cycling linkages between building entrances, sites, and adjacent areas, where possible.
- 9 Final alignment of the collector road in SE Section 35 (east of RR 292 and northeast adjacent to the AEP approved storm pond), shall be designed to maximize Employment Lands opportunities northeast of the storm pond.

2.8 Runway Takeoff/Approach

The Runway Takeoff/Approach Area of the AirPark runway requires sufficient clearance in order to allow for the safe operation of the airport and its fleet, with development in the adjacent Land Use Areas considering applicable municipal and federal rules and regulations for development in close proximity. These restrictions apply to adjacent communities as well.

Intent

The Runway Takeoff/Approach Area at each end of the airport runway is intended for the safe operation of the airport and its fleet. While the airport operations exist, development is restricted within the Runway Approach zone to the uses and maximum heights identified by applicable municipal and/or federal regulations.

2.8.1 Runway Takeoff/Approach Policies

- 1 No buildings or structures are permitted within the Runway Approach Zone unless all necessary and applicable permissions are obtained from the applicable Regulator(s), in conjunction with the Development Authority.
- 2 An assessment of compatibility with operations at the AirPark and a description of any measures to address potential impacts on AirPark operations or the development itself within the Runway Takeoff/Approach Zone shall be provided at the NSP stage.
- 3 Future expansion/intensification of AirPark operations considered significant (such as increase in fleet sizes, larger planes, runway extension/widening, etc.), shall require an amendment to this CASP. Levels of significance related to potential expansion/intensification of the AirPark are to be determined jointly by the Airdrie AirPark and Development Authority for applicable NSP, Subdivision, Land Use, or Development Permit applications.



3 Open Space



3.0 Open Space

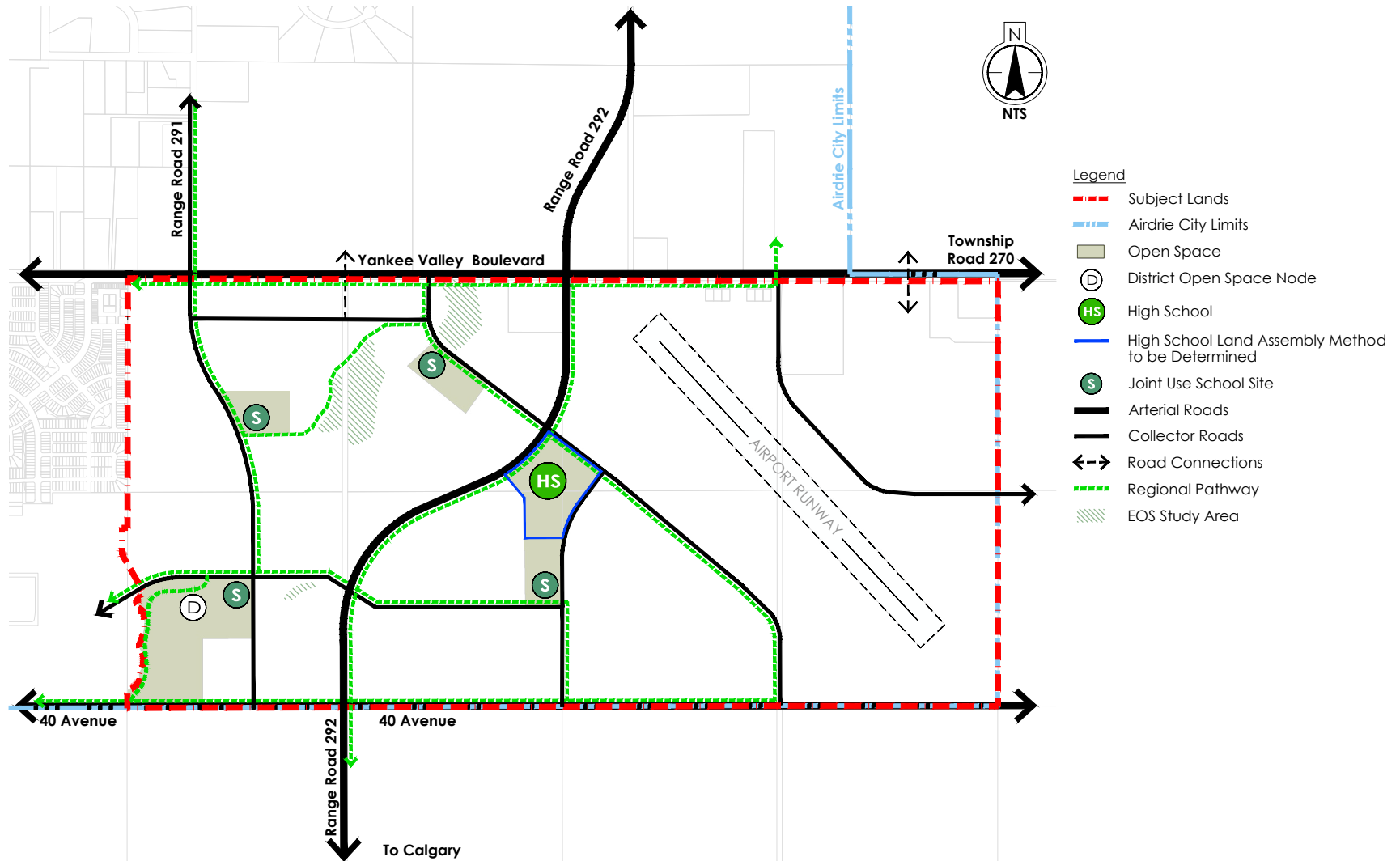
3.1 Parks and Open Space

The open space system for the SEYVB CASP will be designed to accommodate a range of passive and active recreation opportunities within the community for public use and social interaction. Parks may consist of natural and semi-natural green spaces, neighbourhood parks, gardens, and linear systems, among others where applicable. The location and distribution of open space within the Plan Area will be determined at the NSP stage.

Parks locations in the SEYVB CASP are intended to function as focal points of the neighbourhoods, providing safe and attractive passive and/or active recreational amenity spaces for people to gather. Walkways within the parks are envisioned to be integrated with the regional pathway system in order to create an interconnected open space network linking the key amenities within the surrounding area, as well as promoting active, multi-modal transportation throughout southeast Airdrie. Park spaces should provide flexible design to accommodate different uses at various times, consider all-season programming options, be inclusive for all ages, and be able to adjust to the changing needs of the community over time.



Map 10 Conceptual Open Space Network



Intent

The SEYVB CASP intends for an open space network providing a variety of publicly accessible recreational opportunities that are distinctive and memorable experiences for residents and visitors alike, and able to adjust to changing needs of the community over time.

3.1.1 Parks and Open Space Policies

- 1** Prominent open spaces (such as the District Open Space Node and School Sites/Joint Use Sites), should be generally located as illustrated in **Map 10**. Neighbourhood-level open space areas qualifying for MR credit shall be identified at the NSP stage.

 - 2** The location, size, configuration, and programming of open spaces within the Plan Area shall be determined at NSP stage.

 - 3** Public park spaces will be provided as dedicated reserve lands (MR).

 - 4** Park locations should be connected by a pathway network (regional or local) throughout the Plan Area, where possible, identified at NSP stage.

 - 5** The open space, parks, and pathway system should consider the recreation needs and open space goals identified in the *Great Places Plan*.

 - 6** Parks should align with *Great Places Plan* classifications based on intended capture area, sizes, configurations, and intended programming.

 - 7** Parks and publicly accessible open spaces should be located within ± 800 m (e.g., a 10 minute walking distance) from all residential areas.
-

3.2 EOS Study Area

The EOS Study Area identifies land areas requiring additional study for further consideration during future stages of the development planning process (i.e., NSP stage), including applicable setbacks, where required. Development may occur on these lands where they are not being retained as Environmental Reserve (ER). Should any of the EOS Study Area lands be retained, they have the potential to be incorporated into an urban context to provide for amenity and/or ecological value.

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).

Intent

The EOS Study Area identifies areas for further consideration as potential ER that require additional studies for further consideration during future stages of the development planning process (NSP stage).

3.2.1 EOS Study Area Policies

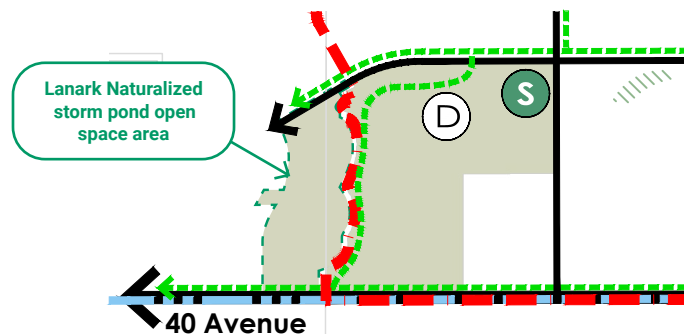
- 1 Natural waterbodies to be retained or integrated into the community shall be determined at the NSP stage in accordance with the City of Airdrie Wetland Policy (ENV-02-C) and City of Airdrie *Biophysical Inventory & Biophysical Impact Assessment Framework* (2019). Approved or in-progress regulatory applications shall be considered during NSP planning.
- 2 Any removal of waterbodies including wetlands and drainages shall be in accordance with provincial and federal legislation and in conjunction with the City of Airdrie Wetland Policy (ENV-02-C).
- 3 The land use boundaries and wetland preservation and/or enhancement will be further defined through the NSP and Staged Master Drainage Plan (SMDP) and ER will be dedicated through the subdivision process in accordance with the provisions of the MGA. Details regarding the delineation of complimentary land uses and ecological function will also be clarified at that time.
- 4 EOS may be retained as ER in alignment with the City of Airdrie Dedication and Use of Environmental Reserves Policy (DEV-12-C) during NSP stage.



3.3 District Open Space Node

As per the *Airdrie Great Places Plan* (2016), a District Open Space Node is identified within the western portion of the Plan Area. District Open Space Nodes provide active and passive recreational opportunities and function as a regional destination for users within Airdrie.

The SEYVB CASP outlines a potential open space network that integrates *Great Places Plan* “Type E” use opportunities (Large Scale Outdoor Sport and Recreation Facilities) with the adjacent potential School Site, as well as stormwater facilities in the SEYVB CASP and Lanark Lake community to the west. This location will facilitate an immersive trail system that traverses through unique landscape features, combined with publicly accessible outdoor areas and open spaces for a unique, active and passive recreational amenity in southeast Airdrie. The location and conceptual scale of the District Open Space Node location is identified on **Map 8 Land Use Concept**. The exact programming and design of the District Open Space Node will be refined further at NSP stage, however has the opportunity to include uses such as outdoor multi-use, pickleball, and/or tennis courts, as well as outdoor hockey rinks.



Intent

The District Level Open Space Node provides residents of Airdrie with regional, outdoor sport and recreation facilities, prominent outdoor open space systems, and regional passive recreational linkages.

3.3.1 District Open Space Node Policies

- 1 The District Open Space Node should provide for:
 - a. ± 3.2 to 4.0 ha (± 8 to 10 ac) of active recreational use area made up of MR.
 - b. ± 12.1 to 16.2 ha (± 30 to 40 ac) in total area when combined with adjacent open space features such as school playground facilities and sports fields (e.g., JUS opportunities), public utility area (e.g., naturalized/other storm ponds), or EOS Study Area(s), should they be retained.
- 2 The shape of the Open Space area shown for the District Open Space Node as illustrated in **Map 10** may change without requiring an amendment to this CASP so long as approximate areas outlined in Policy 3.3.1.1 are provided.
- 3 The District Open Space Node should provide for Type E open spaces (such as pickleball/tennis courts, sports fields, outdoor hockey rink(s), etc.).
- 4 Costs for development of District Open Space Node programming borne by the developer shall not exceed standard costs associated with development of typical neighbourhood-level open space(s) dedicated as MR. Should programming requested by the City exceed standard costs, alternative funding methods will be identified during NSP stage.

3.4 School Sites

Elementary/Middle School Sites

The SEYVB CASP includes four proposed Elementary or Middle School Sites, working towards meeting projected growth targets for the school boards of Airdrie and surrounding area. The precise sizes and locations of the School Sites and their associated outdoor programming components will be determined at the future NSP/Land Use Amendment stages. Should there be an opportunity to do so, the School Sites may also integrate with other open space programming and/or civic uses on the same site for the benefit of the community (i.e., a Joint Use Site).

Final allocation and sizes (ha/ac) of school sites will be determined at time of NSP and/or subdivision by the Development Authority and Land Allocation Committee (LAC), based on demonstrated need and population projections. Development timing of the School Sites are dependent on school board needs and funding.

Intent

School sites located in this CASP identify the future general locations for schools and playfields that may be combined with other outdoor community uses (joint use).

3.4.1 School Sites Policies

- 1 School Sites should be located generally as shown on **Map 8**. The exact locations of the sites may be refined further at the NSP stage without requiring an amendment to this CASP.
- 2 School Sites shall be identified at the NSP stage and dedicated at the Subdivision stage.
- 3 Multiple School Sites may be combined/consolidated to one location to maximize the efficiency of reserve lands, provided that these meet the objectives of the City and the respective school boards (i.e., Joint School Site).
- 4 School Sites should have direct connections to either the regional pathway or a local pathway network (to be defined during NSP stage).
- 5 Opportunities to co-locate a School Site with another community focused open space amenity (i.e., Joint Use Site) may be explored during the NSP stage.



High School Site

Continued residential growth in Airdrie creates demand for High Schools. The land required to facilitate these educational institutions is considered by the City to be required infrastructure for growth.

The school boards operating in Airdrie and the City have established a Reserve Agreement in accordance with the MGA. The Reserve Agreement establishes a LAC with representatives from each jurisdiction to identify and address school location and planning issues. The development industry is largely, though not exclusively, represented by BILD Calgary Region (BILD).

The land assembly method for the SEYVB CASP high school site is still to be determined, however, the development industry (i.e., BILD Calgary Region), City, and LAC are committed to the development of a solution (or solutions), which can provide long-term certainty for this form of infrastructure. Negotiations between BILD, the City, and LAC are currently in progress. Statutory plan applications and land use applications can be advanced to City of Airdrie Council for decision (and to the CMRB, where applicable), based on the following policies in this section. Any agreement reached by the development industry and the City prior to Subdivision of land for a High School Site supersedes the policies outlined in this section.

3.4.2 High School Site Policies

- 1 The calculation of the number of required High Schools within a CASP area shall be made by LAC in accordance with the Reserve Agreement and shall be identified to the landowners during the review of the CASP (or other statutory) application.
 - a. LAC shall provide direction to the applicants during the review of the application on whether or not to identify a High School Site, or sites, within the boundaries of the subject plan area where the student generation numbers result in a fraction of any whole number.
 - b. The area of a High School within a CASP shall be ± 8.0 ha (± 20.0 ac), as calculated through a site design and needs assessment and recommended by LAC.
 - c. The general location of a required High School Site shall be indicated by an icon at minimum and may be designated in more detail at the discretion of the applicant. The general location only shall have the force of bylaw under each applicable statutory plan, as adopted by Council.
 - 2 Developer(s) of a CASP shall adhere to the negotiated solution for assembling High School lands as developed by the applicable parties and adopted by City of Airdrie Council, via resolution or similar mechanism. In the circumstance that a negotiated solution has not been reached prior to subdivision endorsement for any phase within an approved CASP or NSP, the developers within the statutory planning area shall:
 - a. Pay a levy in accordance with an adopted resolution of Council at the time of subdivision endorsement; or,
 - b. At the time of subdivision endorsement, pay an amount of \$2,000 per dwelling unit, adjusted annually for inflation in accordance with the rate set in the City's subdivision servicing agreement (or similar mechanism), if a resolution levy has not been adopted by that time; and
 - c. Register a Deferred Reserve Caveat on the remaining unsubdivided lands to require proportional payment should the value of the serviced land for the required High School Site(s) in a CASP exceed the funds collected under Policy 3.4.2.b. The final phase of subdivision from any parcel shall not be granted by the Development Authority until a negotiated solution or levy has been adopted.
-

High School Site Policies continued on next page

High School Site Policies continued

-
- 3** Any excess monies collected under any part of Policy 3.4.2.2 shall be distributed proportionally to the contributing developer(s) by the City within 180 days of the acquisition of all “site ready” High School Sites within the CASP.

 - 4** In lieu of a monetary contribution as established under Policy 3.4.2.2, a developer may provide his/her proportional contribution to the required High School land area as MR, cash-in-lieu of reserve, or over-dedication thereof, when deemed acceptable by Council.

 - 5** Any landowner(s) that is/are required to provide land for a High School Site within a CASP shall receive payment equal to market value of serviced subdivided land, if the mechanism identified under Policy 3.4.2.2 is exercised. Any disputes on cost or value shall be brought to a third-party arbiter deemed acceptable to the property owner(s) and the City.
-

For the purposes of this policy, the “**applicable parties**” refers to any combination of the following:

- Affected developers involved in the High School Site Land Assembly within the Plan Area,
- All current and future contributing areas to the High School Site (within and/or outside of the Plan Area);
- The City and LAC; and
- City of Airdrie, City of Calgary, and Rocky View County school boards.

A third-party arbiter shall determine any disputes on the total costs related to market value of serviced subdivided land.

These policies assume that the land and servicing requirements for a High School Site will be dispersed over approximately 7,500 units. Council reserves the right to modify the figures noted in Policy 3.4.2.2.a or 3.4.2.2.b when the number of units deviates by more than 5%, in their sole discretion.

Nothing in this policy precludes or supersedes Council’s role as the Development Authority under the MGA. Nothing in this policy restricts the opportunity to use regulations from the MGA or the Act to Strengthen the MGA (once adopted), in order to achieve part or all of the required High School land assembly area within a CASP, or as part of the negotiated solution.



4 Connectivity



4.0 Connectivity

4.1 Pedestrians & Cyclists

Promoting active modes (e.g., pedestrian and cyclist) circulation throughout the CASP is a priority for creating a vibrant and healthy community that contributes to the city of Airdrie. Safe and accessible pedestrian networks and access to transit provides all residents, employees, and visitors with enhanced, multi-modal mobility options. The proposed active modes network which identifies the regional/multi-use trail system connections throughout the CASP is illustrated in **Map 11 Regional Pathway Network**.

Intent

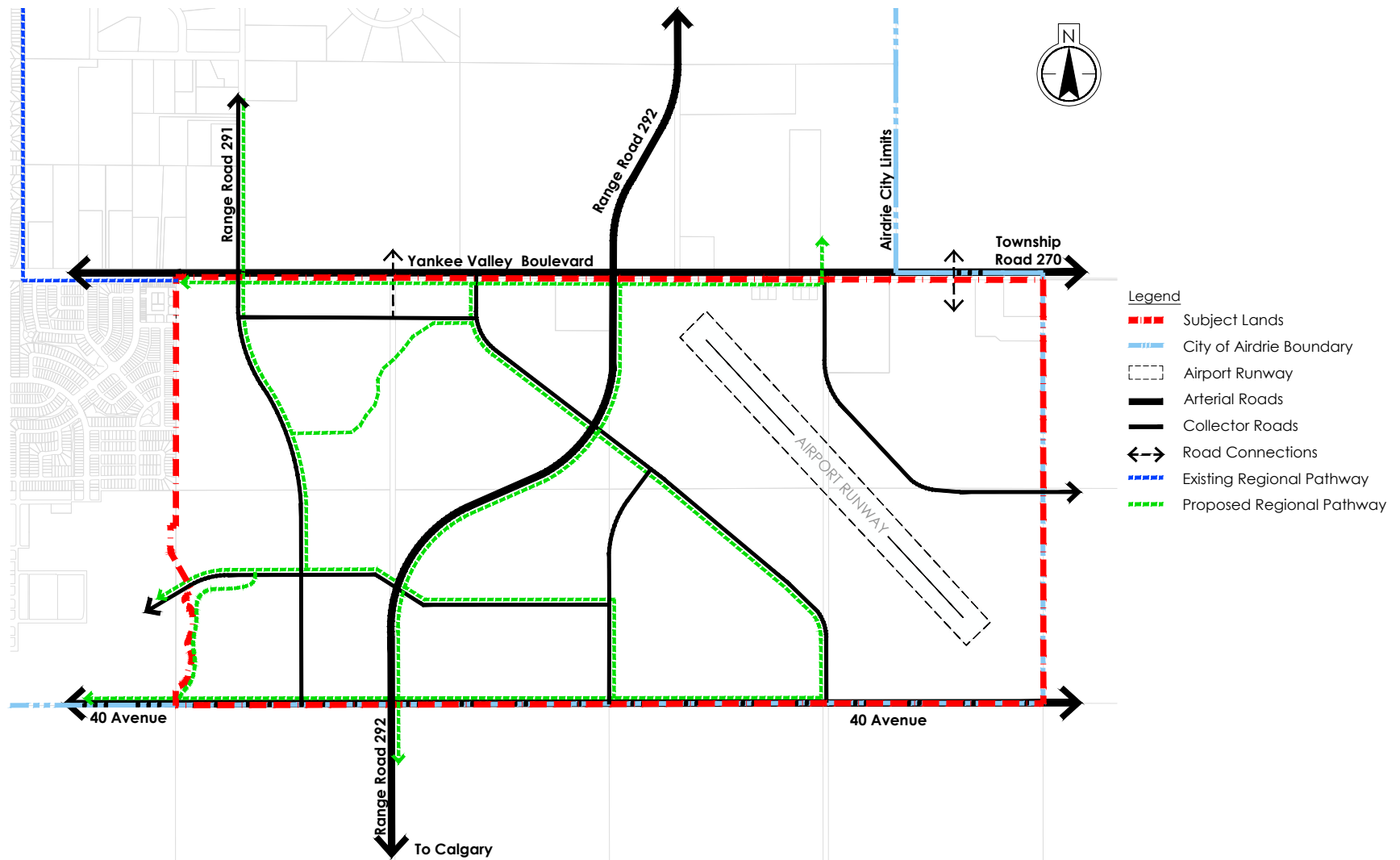
The pedestrian and cyclist networks provide direct and convenient circulation within and throughout the CASP, promoting walking and cycling integrated with neighbourhood destinations and creating linkages to the regional multi-use trail system.

4.1.1 Pedestrians & Cyclist Policies

- 1 The regional/multi-use trail system should be generally located as shown on **Map 8**, highlighted in **Map 11**. The regional/multi-use trail system shall be refined at NSP stage.
- 2 Regional multi-use trail system linkages proposed to cross an arterial street, when it occurs, should occur at roadway intersections.
- 3 Regional pathways should be located to provide convenient connections throughout the Plan Area.
- 4 Regional and local pathways will be determined at NSP stage and should connect pedestrians to community destinations and features including, but not limited to, major parks and open spaces, educational and community facilities, commercial nodes, and future transit stops throughout the Plan Area.
- 5 Design of cyclist parking should be incorporated into the overall site and building designs of community destination areas such as parks, Neighbourhood Commercial Nodes, and places of employment.



Map 11 Regional Pathway Network



4.2 Transit

Transit is a priority mode of transportation intended to provide affordable and sustainable mobility options for residents of Airdrie. The Plan Area will accommodate future public transit service and is anticipated to be integrated within the local transit system.

The active modes network should be designed with transit in mind, preparing the CASP for future transit service by considering the design of roads to accommodate future transit routes and potential stops within the City, where possible.

Intent

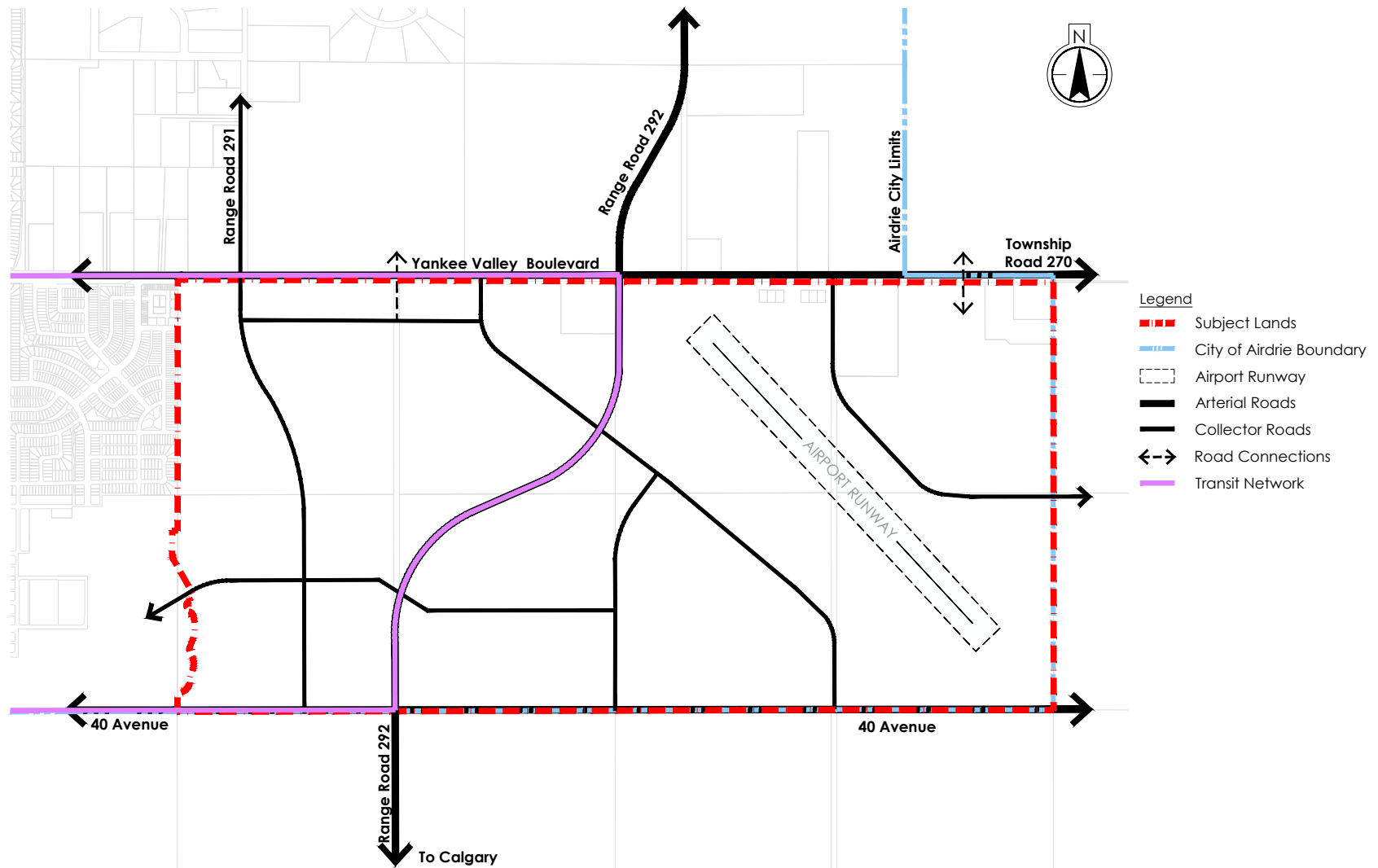
Provide direct, convenient, and efficient transit connections throughout the CASP to support public transit as a preferred method of travel for more residents, connecting to the wider transit network in Airdrie.

4.2.1 Transit Policies

- 1 The primary Transit route should be generally located as shown on **Map 12**.
- 2 Refined locations and distribution of Transit stops are to be reviewed and determined at the NSP stage.



Map 12 Transit Network



4.3 Street Network

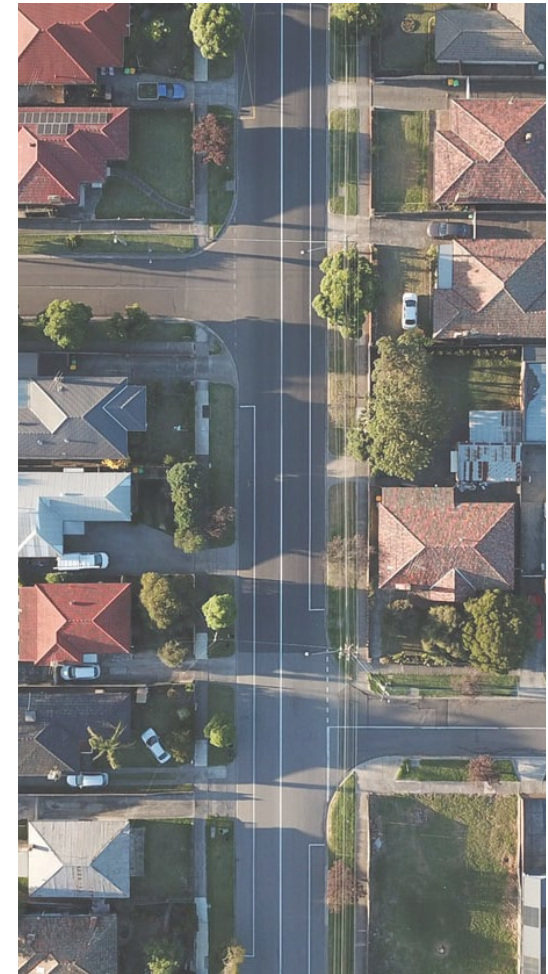
The street network, as illustrated in **Map 13 Street Network**, identifies the arterial and collector streets within and adjacent to the CASP. The local street network will be delineated at NSP stage and will provide strong, safe integrated transportation options that support the adjacent land uses, promote connected and vibrant neighbourhoods, and support a local and prosperous economy through efficient vehicular and multi-modal connections to nearby commercial and employment areas.

The CASP will be well connected to adjacent communities through the arterial roadways of Yankee Valley Blvd SE and future RR 292. Additional connection points to the CASP will be provided by RR 291 to the north and 40 Ave SE to the south.

As per the recently completed TMP, the SEYVB CASP lands are well positioned with respect to available capacity along Yankee Valley Blvd SE, 40 Ave SE, and future RR 292 connection following upgrades to and development of each roadway. With the addition of a new, future interchange at Queen Elizabeth II Highway and 40 Ave SE, traffic along Yankee Valley Blvd is anticipated to be capable of accommodating forecasted traffic volumes upon future buildout.

A Transportation Impact Assessment (TIA) has also been completed to support the SEYVB CASP to ensure alignment with the TMP and assess the arterial and collector street network capacity. Based on the traffic analysis conducted for the TIA, the proposed street network illustrated in **Map 13 Street Network** will be capable of handling generated traffic volumes anticipated for the Plan Area.

Further analysis of the street network will occur as it applies to each NSP submission within the Plan Area. Developers will be required by the City to submit an accompanying TIA in support of their NSP applications, as per standard City requirements.



Intent

To identify the street network within and adjacent to the CASP, ensuring that all modes of transportation are functional, safe, and efficient in response to the needs of the SEYVB CASP and surrounding area.

4.3.1 Street Network Policies

- 1 The arterial and collector street network should be located generally as shown on **Map 13**.

- 2 The nature and specific location of the street network is subject to refinement and further study through a supporting TIA at each NSP stage.

- 3 Street classifications and alignment of the street network that differ from those shown in **Map 13** may be approved at the NSP stage without requiring an amendment to the CASP at the discretion of the Development Authority.

- 4 All major and local streets within the Plan Area should refer to the applicable typologies, guidelines and principles set out in the TMP, Section 13.0.

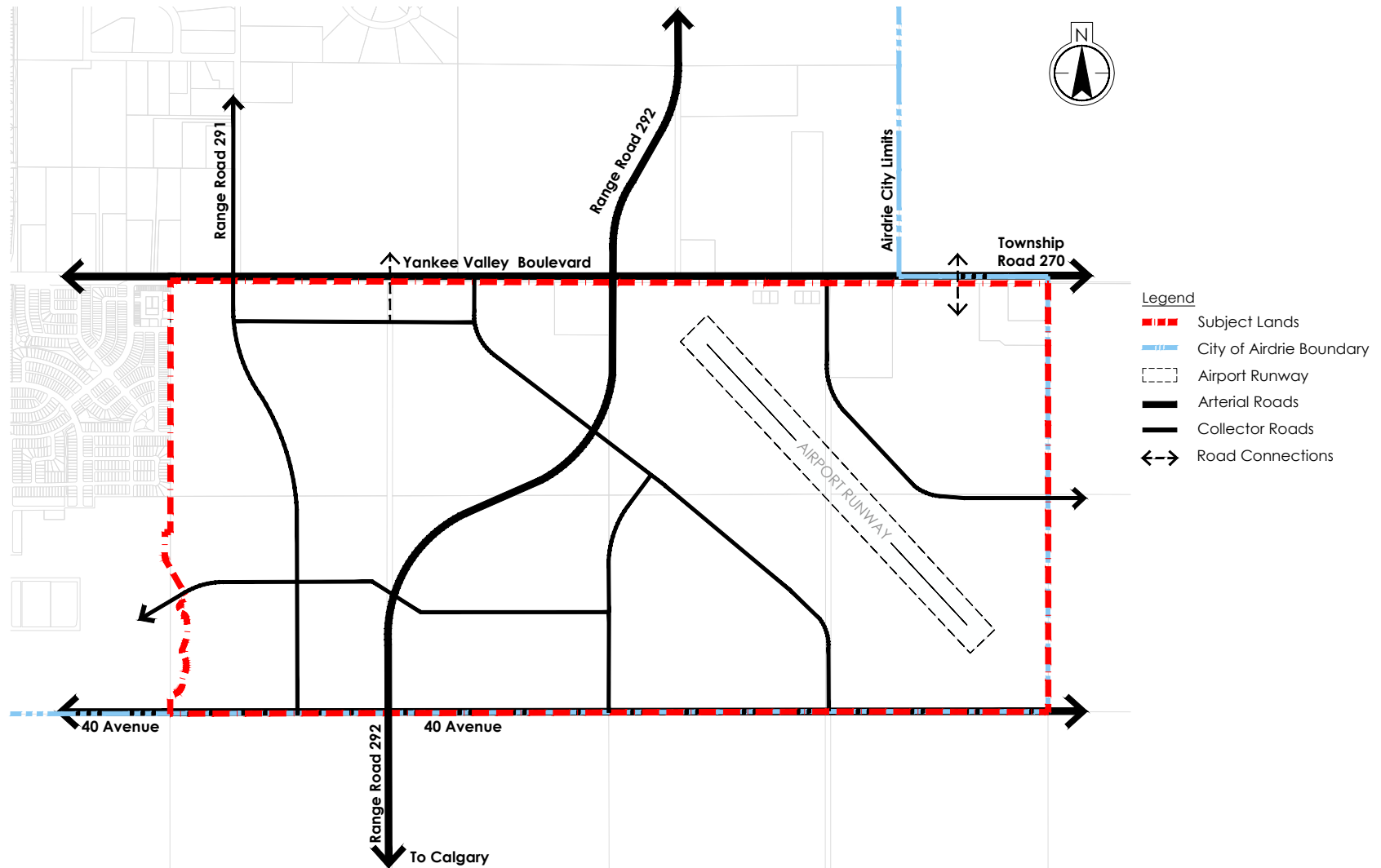
- 5 At NSP Stage, the City will identify land requirements for RR 292, 40 Ave SE, and Yankee Valley Blvd SE road widenings, future rights-of-ways, and intersection improvements. Details pertaining to land acquisition and/or dedication, including timing, are to be addressed through discussions with the City prior to, or during preparation of the applicable NSP. Where only one NSP is advancing, details for the affected corridor(s) will need to be determined in conjunction with all affected landowners.

- 6 Development along primary streets should be street-oriented with access to buildings provided from the rear lane, where possible.

- 7 Where necessary, new developments shall incorporate berms, fencing, landscaping, or a combination of all three in order to mitigate excessive noise levels. The aesthetics of the area shall be taken into consideration when determining appropriate measures.
 - a. Noise attenuation analyses will be required at the tentative plan stage when development details are more definite, thus allowing the developer to determine the best combination of berming, fencing, or landscaping in order to mitigate any noise issue.
 - b. Should sound walls be required, they should be designed with high-quality materials and buffered from the roadway within the boulevard through landscaping, where possible/practical.

- 8 Design and landscaping alongside the arterial and collector roadways, including regional pathway infrastructure, will be further defined at the NSP stage and coordinated with the City.

Map 13 Street Network



5 Servicing & Utilities



5.0 Servicing & Utilities

5.1 General

The Servicing and Utilities Section provides a general overview of sanitary, water, and storm servicing of the Plan Area.

Deep utility servicing of the Plan Area will be accomplished through a combination of regional (City capital) infrastructure and local (developer funded) infrastructure. Sanitary and water servicing of the Plan Area is consistent with the following documents.

- *Airdrie UMP Final Report* (October 2016)
- UMP - Addendum 2 (n.d.)
- *SE Airdrie Lanark Servicing Alternatives* (June 2, 2017)
- *City of Airdrie Wastewater Lift Station Needs Assessment* (July 2020)
- *Technical Memorandum: Airdrie Pre-Annexation Capacity Assessment for Main and West Lift Stations* (July 30, 2020)

Stormwater servicing will be consistent with the *SEYVB CASP Master Drainage Plan – Revision 1* (October 8, 2020), prepared specifically for the Plan Area which will be subject to review and approval by the City.

A separate report entitled *Southeast Yankee Valley Boulevard Community Area Structure Plan Deep Utility Servicing Strategy* (PA, November 2020) has been prepared which addresses in detail sanitary, water, and storm infrastructure requirements under ultimate and interim conditions, as well as potential staging of infrastructure. Although there

may be opportunity to stage regional and local infrastructure for initial servicing of the Plan Area, the entire Plan Area must be serviced by a Regional Servicing Solution which, at time of preparation of this CASP, is being negotiated between the City and BILD Calgary Region.

5.1.1 General Servicing Policies

-
- 1** The location, size and general standards of the water, sanitary sewer and stormwater management systems shall conform to the City's Guidelines and Standards.

 - 2** The Plan Area shall provide adequate rights-of-way, easements, or public utility lots as required accommodating development or extension of necessary municipal utilities.

 - 3** Any required facilities shall be located to maximize efficiency and integration with existing and future development while minimizing the burden on any one landowner.

 - 4** 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).
-

5.2 Sanitary Servicing

As per the Airdrie UMP Final Report and other documents referenced in **Section 5.1**, ultimate sanitary servicing of the Plan Area and other nearby lands east and southeast of Airdrie will occur through capital funding (regional/municipal) and local (developer funded) infrastructure. It is anticipated that sanitary servicing of the Plan Area will occur entirely by way of a gravity sewer pipe system. Sanitary sewer pipes will be extended south and west from development within the Plan Area to the 1200 mm regional sanitary sewer trunk within 40 Ave SE. The 1200 mm regional sanitary sewer trunk will extend west from RR 292 to beyond Kingsview Blvd SE where it will then head south then west again across the Queen Elizabeth II Highway to future Lift Station No. 8 (illustrated in **Map 14 Sanitary Servicing**). The alignment of the 1200 mm regional sanitary sewer trunk extension from 40 Ave SE to Lift Station No. 8 is to be determined and utility rights-of-way secured. Sanitary flows will then be pumped from Lift Station No. 8 to Calgary via new forcemains.

Sanitary flows from the north-easterly most quarter section in the Plan Area will be conveyed, collectively with sanitary flows from other off-site

areas, west by way of a gravity sewer pipe system along Yankee Valley Blvd SE to Lift Station No. 7. Sanitary flows which converge at Lift Station No. 7 will then be pumped via twin forcemains east along Yankee Valley Blvd SE then south into the gravity sewer pipe system servicing the Plan Area which eventually flows into the 1200 mm regional sanitary sewer trunk along 40 Ave SE.

In previous documents (referenced in **Section 5.1 General**), it was anticipated the alignment of the twin forcemains (and gravity sewer pipe extension that follows), would be installed along the existing RR 292 road allowance to 40 Ave SE. In order to ensure sanitary sewer pipe extensions servicing the Plan Area from the tie location at 40 Ave SE can function by gravity, the sanitary sewer (and storm) trunk must be installed at a sufficient depth to render it feasible. Otherwise, local lift stations and forcemains may have to be considered in directing sanitary flows to this tie-in location. Regional infrastructure, such as these sanitary trunks, should be designed to minimize the requirement for local lift stations and forcemains so that the City does not incur ongoing operation and maintenance costs associated with these

facilities. Anticipated alignments of these and other internal sanitary sewer pipes servicing the Plan Area are shown on **Map 14 Sanitary Servicing**. Sanitary sewer pipe sizes and alignments will be reviewed further at NSP stage.

As the timing of regional City capital infrastructure is unknown, a staged sanitary servicing strategy can be explored if there is intent to advance development of the Plan Area. With the City having carried out several improvements to the existing wastewater collection system, including upgrades to the West and Main Lift Stations; reconfiguration of sanitary forcemains from the Sierra Springs, West, and Main Lift Stations to discharge directly to Calgary, there appears to be spare capacity for the existing wastewater network to service an additional one to two quarter sections in the southeast portion of the Plan Area. Sanitary flows from these two quarter sections would be directed through pipe extensions into the existing southeast sanitary sewer trunk system that have sufficient conveyance capacity to accommodate development of these lands.

Potential Tie-In Locations

Potential sanitary tie-in locations are as follows:

Kings Heights (West)

With the development of Lanark – Stage 1 NSP immediately west of the Plan Area, a developer funded sanitary sewer pipe can be extended east from the existing Kings Heights development to the west boundary of the Plan Area.

This sanitary sewer pipe extension through Lanark – Stage 1 can be oversized to potentially allow for conveyance of sanitary flows from some 80.0 ha of development from the Plan Area into the receiving downstream southeast sanitary sewer trunk system.

40 Ave SE

As part of the construction of 40 Ave SE by the City, a portion of the 1200 mm regional sanitary sewer trunk from Kingsview Blvd SE to Highview Gate SE was installed. The Lanark – Stage 1 development is subject to a development cap that will, in time, trigger the requirement to construct the remainder of 40 Ave SE to RR 292 if the City does not advance this roadway connection sooner. Construction for the remainder of this roadway will include extension of the 1200 mm regional sanitary sewer trunk east to and along the south boundary of the Plan Area.

Utilization of this pre-installed portion of the 1200 mm regional sanitary sewer trunk along 40 Ave SE may be explored as part of an initial sanitary

servicing strategy for the Plan Area. There may be opportunity to tie the pre-installed portion of the regional sanitary sewer trunk along 40 Ave SE into the existing southeast sanitary sewer trunk system west of Kingsview Blvd SE on a temporary basis; therefore, utilizing any available residual conveyance capacity. When ultimate downstream infrastructure is eventually installed and becomes operational, the temporary tie into the existing sanitary system through Kings Heights can be abandoned as part of the transition to the ultimate sanitary servicing strategy.

Phased Construction

A second stage of sanitary servicing of the Plan Area may consider phased construction of the ultimate downstream infrastructure. This may include constructing the remainder of the 1200 mm sanitary sewer trunk to Lift Station No. 8, a first phase of Lift Station No. 8, and a new (one of two) forcemain to Calgary.

Construction of first phase elements of regional infrastructure can perhaps be undertaken jointly by city-wide benefiting landowners and developers in collaboration with the City or according to a negotiated Regional Servicing Solution. This second stage of servicing would provide a transition from initial servicing stages to the ultimate servicing strategy which will comprise the eventual completion of Lift Station No. 8 and all the forcemains to Calgary. Staged sanitary servicing of the Plan Area will be investigated in detail as part of the NSP process.

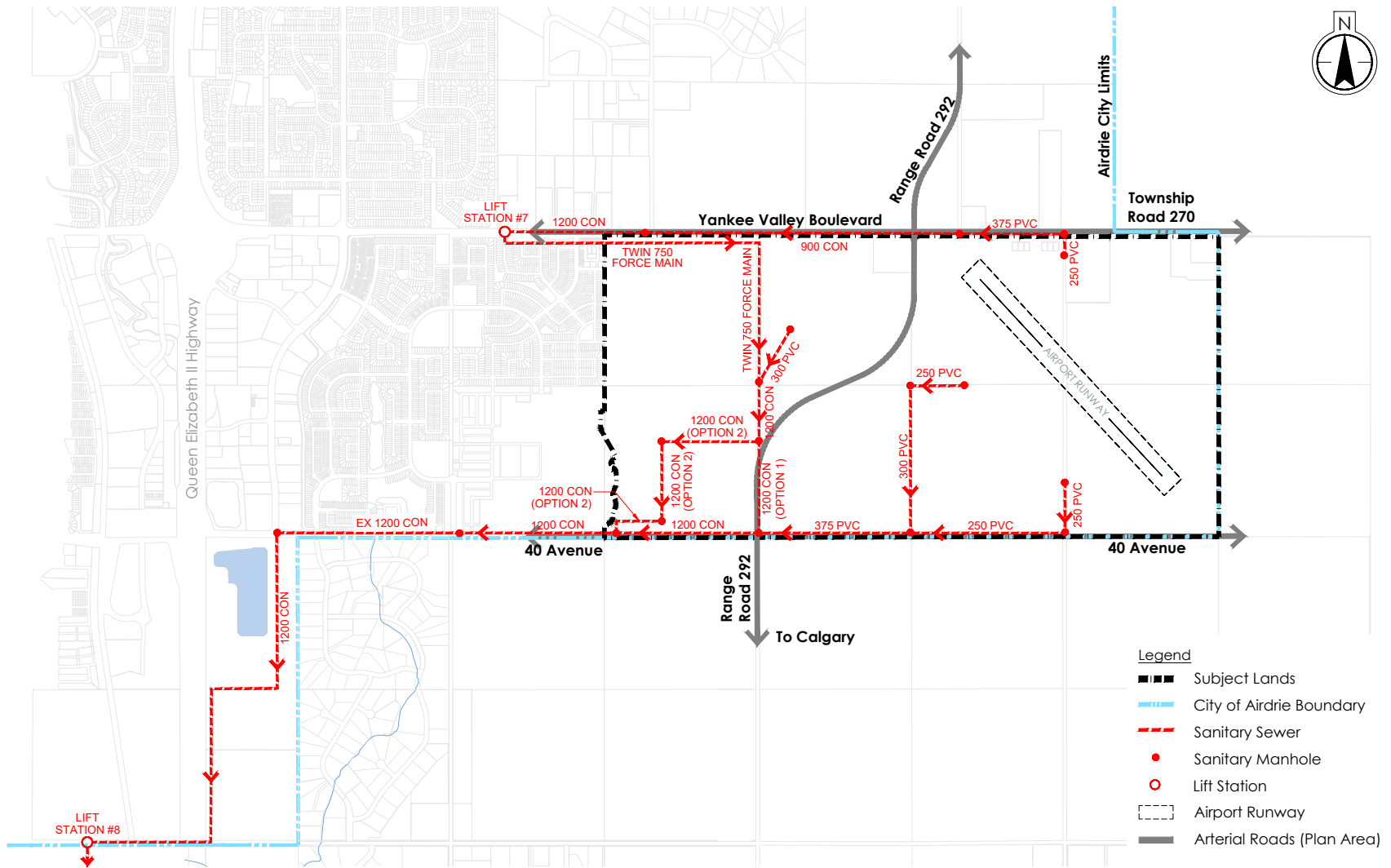
5.2.1 Sanitary Servicing Policies

- 1** Approximate locations for sanitary servicing infrastructure are identified on **Map 14**, with ultimate servicing to be confirmed by the City, prior to NSP approval.

 - 2** Adequate sanitary servicing shall be provided for the maximum potential demand of each NSP area with a sanitary system that has been designed to adequately and efficiently serve the ultimate development of the area.

 - 3** The details, timing, and cost responsibility of any interim or ultimate regional or local sanitary infrastructure required to service the Plan Area shall be determined at the NSP stage in coordination with the City.
-

Map 14 Sanitary Servicing



- Legend**
- Subject Lands
 - City of Airdrie Boundary
 - - - Sanitary Sewer
 - Sanitary Manhole
 - Lift Station
 - ⋯ Airport Runway
 - ▬ Arterial Roads (Plan Area)

5.3 Water Servicing

As per the Airdrie UMP Final Report, the majority of the Plan Area will reside in the new Northeast Pressure Zone except for a small area in the southwest corner which resides in the Main Pressure Zone (illustrated in **Map 15 Water Servicing**). In order to provide water servicing to lands within the new Northeast Pressure Zone, additional storage is required and proposed through the construction of a new Southeast Reservoir within the Plan Area.

The Airdrie UMP notes that if the new Southeast Reservoir is moved into the Main Pressure Zone, this may allow for initial filling of the reservoir to occur using existing water distribution mains. A relocation may also eliminate the need for a booster pump and defer the requirement to have

the proposed 400 mm regional water supply main along 40 Ave SE installed and operational for filling of the reservoir to occur.

Consistent with this water servicing strategy, it is proposed that the new Southeast Reservoir be relocated to the southwest corner of the Plan Area within the Main Pressure Zone. A water distribution main may be extended from the adjacent Lanark – Stage 1 development for initial filling of the reservoir (**Map 15 Water Servicing**). Although the proposed 400 mm regional water supply main along 40 Ave SE will be installed as part of the roadway construction (along with the regional sanitary and storm sewer trunks), commissioning of this supply main as the primary water source to the reservoir can be deferred until

such time that other downstream regional water infrastructure (i.e., extension of this 400 mm regional water supply main to the future booster pump and new water supply main from Calgary) is required and installed.

Once the new Southeast Reservoir has been constructed and is operational, new water distribution mains may be extended from this facility to create a looped system for complete servicing of the Plan Area and other lands within the new Northeast Pressure Zone. It is anticipated that utility line assignments will be available within the 40 Ave SE public road right-of-way for new water distribution main extensions into the Northeast Pressure Zone.

The initial stage of water servicing of the Plan Area (noted above) would seamlessly transition to the ultimate servicing strategy with the eventual completion of the remaining 400 mm regional water supply main to the future booster pump, installation of the future booster pump (if required), and completion of a new water supply main from Calgary. The alignment of the remaining 400 mm regional water supply main extension from 40 Ave SE south to the future booster pump and water supply main from Calgary is to be determined (see **Map 15 Water Servicing**) and utility rights-of-way secured.

Construction of regional infrastructure may be undertaken jointly by city wide benefiting landowners and developers in collaboration with the City or according to a negotiated Regional Servicing Solution.

5.3.1 Water Servicing Policies

- 1** Approximate locations for water servicing infrastructure are identified on **Map 15**, with ultimate servicing to be confirmed by the City, prior to NSP approval.

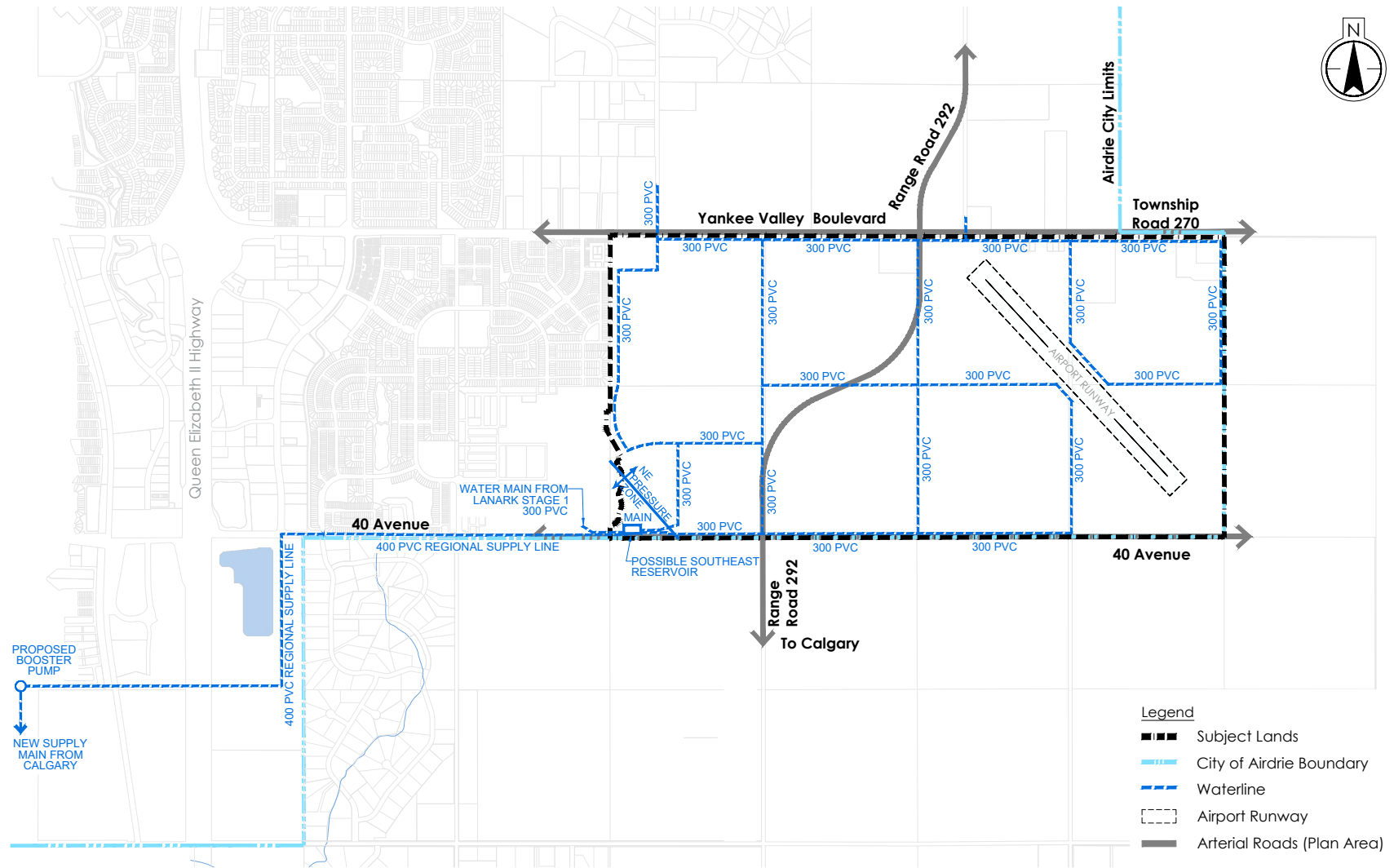
- 2** Each NSP shall provide adequate water servicing for the maximum potential demand of the applicable NSP area with a water system that has been designed to adequately and efficiently service the ultimate development of the Northeast Pressure Zone.

- 3** The proposed Southeast Reservoir is required infrastructure for servicing of the Northeast Pressure Zone. This reservoir may be relocated as shown on **Map 15** for storage and pumping, prior to development within the Northeast Pressure Zone as well as the Plan Area.

- 4** Staged water servicing of the Plan Area shall be investigated in detail at NSP stage.

- 5** Subdivisions may only proceed after confirming that City servicing agreements and commitments will be able to provide sufficient service to the subdivision, including adequate water licensing and capacity.

Map 15 Water Servicing



5.4 Storm Servicing

The storm servicing strategy for the Plan Area includes incorporating stormwater management facilities (e.g., wet ponds) as part of development to provide flood storage, water quantity control and water quality improvement of discharge prior to release into the receiving downstream storm sewer system. The ultimate stormwater management strategy is for the conveyance of controlled and treated storm discharge from the Plan Area west through a new, 1200 mm regional storm sewer trunk to be installed along 40 Ave SE (parallel the regional sanitary sewer trunk).

The new regional storm sewer trunk is slated to discharge into a future stormwater wet pond to be located at the southeast corner of the future Queen Elizabeth II/40 Ave SE interchange which will discharge into Nose Creek via a new outlet pipe and storm outfall (**Map 16 Storm Servicing**).

The location of proposed storm ponds within the Plan Area were determined conceptually as part of the stormwater master drainage plan. Locations will be revisited more formally as part of stormwater Staged Master Drainage Plans to be prepared at the NSP stage. Locations will consider such things as topography, environmental areas such as wetlands, and other infrastructure requirements (e.g., RR 292 road alignment).

Storm sewer pipes will be installed as part of development for conveyance of storm drainage to the storm ponds which will incorporate Oil Grit Separator (or equivalent) type units or forebays for water quality improvement.

Stormwater management is currently subject to guidelines as per the *Nose Creek Watershed Water Management Plan* (2018) which stipulates a maximum allowable release rate of 1.257 L/s/ha and a current runoff volume control target of 16 mm into Nose Creek. Source control best management practices (BMP) may also be applied within the Plan Area to meet runoff volume control targets and could include:

- Directing drainage to landscaped areas;
- Increased topsoil depths in landscaped areas;
- Stormwater reuse for irrigation of public green spaces and preservation of wetlands; or
- Sheet flow of stormwater from back of lots to adjacent green spaces (i.e., MR/ER) provided green spaces retain their functionality.

Ultimate storm servicing infrastructure will be installed as part of the construction of the Queen Elizabeth II Highway/40 Ave SE interchange and 40 Ave SE from Kingsview Blvd SE to RR 292. Storm infrastructure would include the related storm pond at the southeast corner of the interchange, the new outlet pipe and storm outfall to Nose Creek, and the 1200 mm regional storm sewer trunk along 40 Ave SE. Construction timing of this infrastructure and the 40 Ave SE roadway is unknown. If there is a preference to advance development within the Plan Area prior to the ultimate stormwater management infrastructure being installed, interim stormwater management strategies may have to be explored, some of which are described by the following:

Existing Kings Heights Storm Pond Tie-In

As part of interim storm servicing of the 40 Ave SE roadway, the 1200 mm regional storm sewer trunk along the roadway was to be temporarily tied into the existing Kings Heights west storm pond nearest the highway. The existing storm pond was to be retrofitted with improvements (e.g., control structure elements) which would allow for storm drainage from 40 Ave SE to be managed.

With the impending extension of the regional storm sewer trunk along the south boundary of the Plan Area to RR 292 (like the regional sanitary sewer trunk), this may provide opportunity for a staged approach to storm servicing of the Plan Area. The option to retrofit further temporary improvements to the existing Kings Heights west pond allowing for the flow-through of controlled and treated storm discharge from the Plan Area can be explored.

Zero-Discharge Approach

Other interim stormwater management strategies that can be explored are a zero-discharge approach whereby stormwater runoff is fully retained on-site within a stormwater management facility and depleted through evaporation and/or irrigation of undeveloped areas and re-use methods as noted previously.

Possible interim stormwater management strategies would be subject to review and approval by the City and other approving authorities such as Alberta Environment and Parks (AEP) if warranted. Stormwater management of the Plan Area will be governed by City guidelines and standards, the Nose Creek Watershed Water Management Plan, and the stormwater master drainage plan prepared specifically for the Plan Area.

A stormwater Staged Master Drainage Plan detailing staged interim and ultimate stormwater management strategies will also be prepared as part of NSPs. Applicable stormwater management guidelines and standards will be re-confirmed at that time.

5.4.1 Storm Servicing Policies

- 1 Stormwater management facilities (storm pond locations) shall be provided generally as shown on **Map 16**. The exact sizing and location of ponds and facilities shall be refined at the NSP stage.

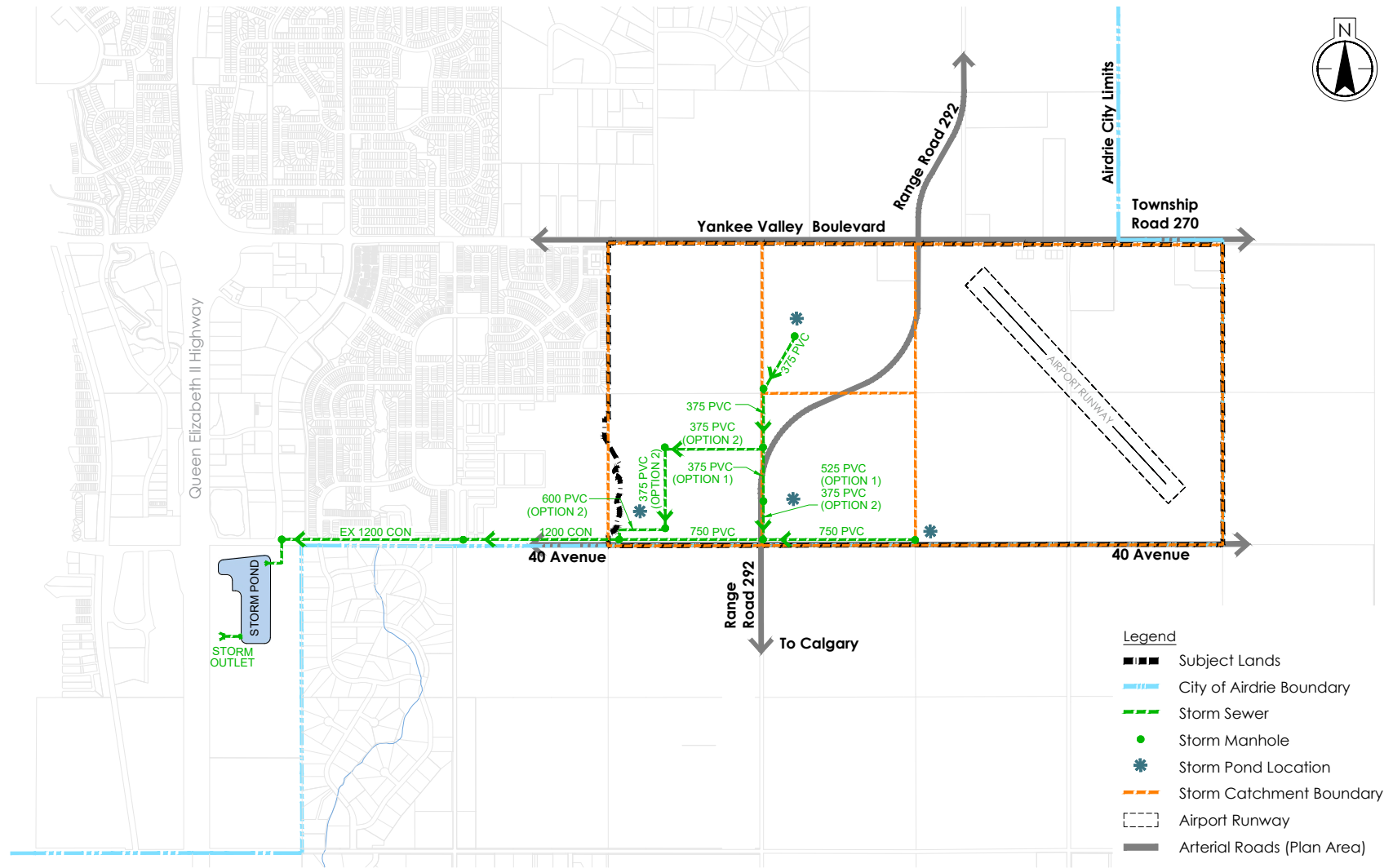
 - 2 The location and ultimate sizing of stormwater facilities will be defined at NSP stage and may differ from the locations identified in **Map 16** without requiring an amendment to this CASP if sufficient rationale is provided by the developer to the Development Authority.
 - a. Administrative or Council approval may be required if, under the discretion of the Development Authority, the proposed pond locations differ substantially from what is shown on **Map 16**.

 - 3 Stormwater management facilities (storm ponds) shall make best efforts to comply with the maximum allowable release rate and runoff volume control targets (if applicable) as established in the *SEYVB CASP Master Drainage Plan (2021)* or applicable stormwater management guidelines at time of NSP preparation.

 - 4 Prior to NSP and/or land use redesignation approval, a Staged Master Drainage Plan shall be prepared for the affected lands.

 - 5 The stormwater management system may incorporate Source Control or Best Management Practices as suggested in the *SEYVB CASP Master Drainage Plan (2021)* and/or subsequent Staged Master Drainage Plans that may be prepared at NSP stage.
-

Map 16 Storm Servicing



5.5 Funding Commitment

Servicing capacity for the SEYVB CASP requires new infrastructure as identified in the 2016 Utility Master Plan (UMP) and 2020 Wastewater Lift Station Needs Assessment (WLSNA) to accommodate the proposed development. This infrastructure is expected to be front-ended by the CASP proponent(s) for the benefiting lands.

As of date of preparation of the SEYVB CASP, the development industry (BILD Calgary Region) and City are negotiating a 'Funding and Financing Model' for the ultimate infrastructure needed to service the annexation lands upgrades identified in the UMP and WLSNA.

5.5.1 Funding Commitment Policies

Prior to first reading of any NSP within the benefiting lands, a front-ending obligation shall be submitted to the satisfaction of the City that includes:

- 1 Identification of the infrastructure required to service the benefiting lands.
- 2 The proposed allocation of the front ended capacity to various ownership groups/development areas.
- 3 An expiry date for use of each allotted proportion of front ended capacity, and a structure for reallocation of capacity, where applicable, to the satisfaction of the City:
 - a. The proposed expiry date must establish a minimum two-year lead time for the new infrastructure to be implemented, to the satisfaction of the City.
- 4 Preservation of 10% servicing capacity for non-residential development.
- 5 A clause or mechanism to require future NSP lands within the CASP to contribute to the front ended infrastructure (water, wastewater, storm) to obligate the respective developer bringing forward the new NSP area to fund a proportionate share of cost based on the acreage assessment within the benefiting area.
- 6 Front ending reimbursement methodology that follows the ultimate 'Funding and Financing Model' currently being negotiated between the development industry and the City.
- 7 Acknowledgment 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.
- 8 That the City being fair and reasonable is ultimately responsible to manage and control all existing and future water/wastewater capacity.
- 9 Available water capacity to development within the CASP area shall be determined by the City based on full redundancy to service population.
- 10 The City is part to a Master Servicing Agreement with The City of Calgary which dictates available water capacity and supply.
- 11 Pressure zones identified in the UMP shall be supported by reservoir storage and pumphouse.

6 Development Sequencing



6.0 Development Sequencing

6.1 Development Staging

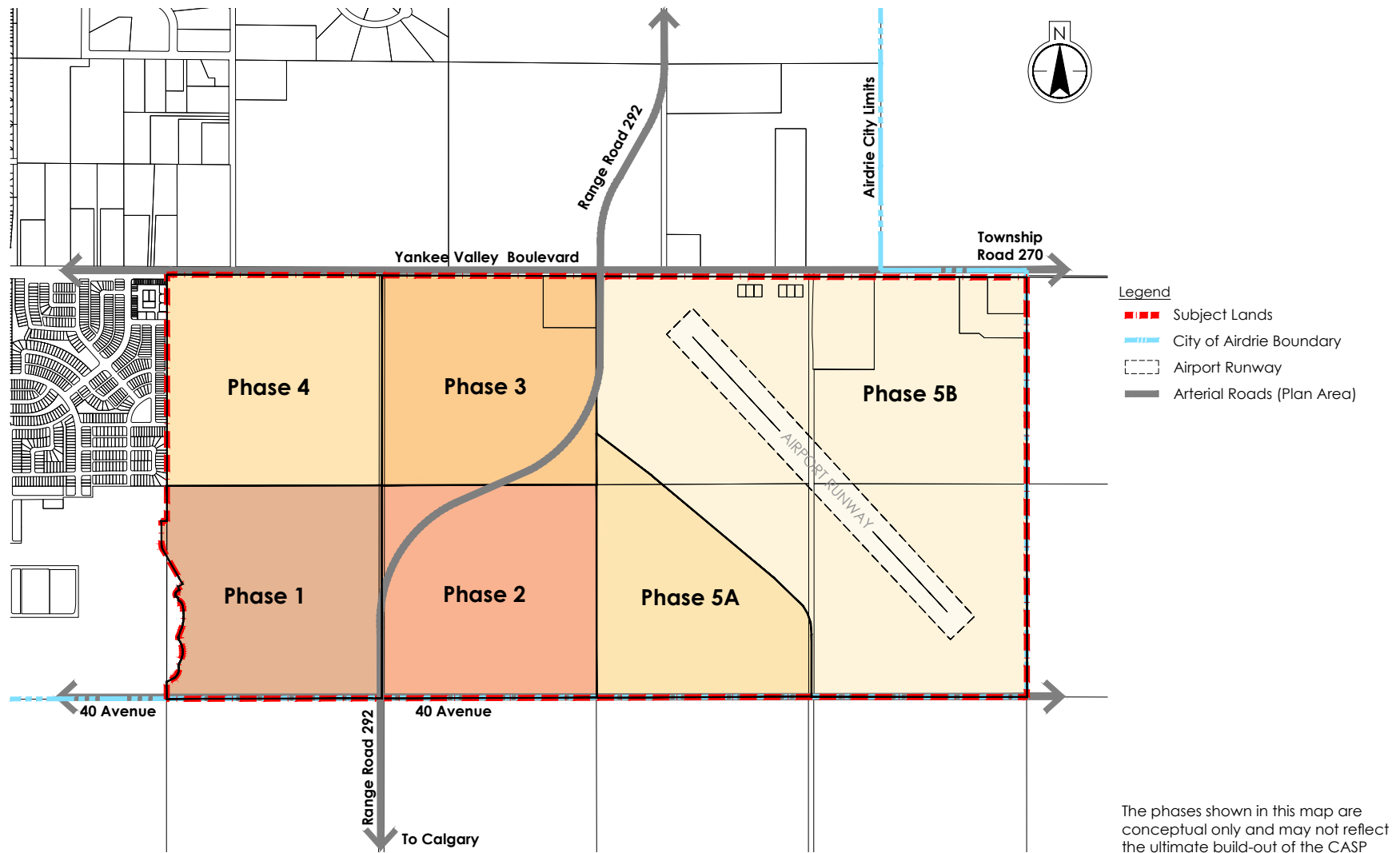
Development of the SEYVB CASP intends to follow the alignment of the proposed water, sanitary, and stormwater services along a general west-east and south-north direction. Nonetheless, it should be recognized that with the number of individual landowners within the CASP, some sites may be ready for development sooner than others, and leapfrogging may occur.

As the ultimate utility infrastructure is built out, development is anticipated to proceed as generally depicted on **Map 17 Development Sequencing**. The phases shown in this map are conceptual only and may not reflect the ultimate build-out of the CASP.

6.1.1 Development Sequencing Policies

- 1 Development of the CASP will be generally phased as shown in **Map 17**.
 - 2 Modifications to the anticipated general order of development staging as illustrated in **Map 17** will require an amendment to the SEYVB CASP.
-

Map 17 Development Sequencing



7 CASP Interpretation



7.0 CASP Interpretation

7.1 Interpretation

The following section outlines implementation policies to ensure that the intent and policies of the SEYVB CASP are understood and attained.

7.1.1 CASP Interpretation Policies

Map Interpretation

- 1** Unless otherwise specified within the CASP, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and should be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or utility rights-of-way. Precise location of boundaries and symbols, for the purpose of evaluating development proposals, will be determined at the time of future NSP/Land Use Amendment applications.

 - 2** Map locations and areas identified on the Land Use Concept are approximate. No measurements of distances or areas are to be taken from the maps in this CASP or its appendices.

 - 3** All Land Use Areas, neighbourhood boundaries, utility alignments, intersections types/road classifications, and EOS Study Area overlays may be subject to further study and delineated in more detail at the NSP/Land Use Amendment stage in alignment with applicable City policies and practices.

 - 4** Where adjustments are made to EOS Study Areas as a result of further delineation (or removal of an EOS Study Area), the policies of the adjacent or underlying Land Use Area shall apply without requiring an amendment to maps within this CASP, including but not limited to **Map 8**.
-

Plan & Policy Interpretation

- 5** Where an introduction accompanies the intent and policies for a Land Use Concept Area or other applicable section of this CASP, it is provided for information to enhance the understanding of the vision and objectives of the CASP at a distinct level. Should an inconsistency arise between the introduction, an intent statement, or a policy, the policy shall take precedence for interpretation, followed by the intent statement, followed by the introduction.

 - 6** Where “shall,” “will,” or “must” are used in a policy, the policy is considered mandatory. Nevertheless, where quantities or numerical standards are contained within mandatory policies, such quantities or standards may be varied so long as the intent of the policy is still achieved and the variation is necessary to address unique circumstances that would render compliance impractical or impossible.

 - 7** Where “should” is used in a policy, the intent is that the policy is strongly encouraged, but can be varied where unique or unforeseen circumstances provide for courses of action that would satisfy the general intent of the policy.

 - 8** Where “may” is used in a policy, it means there is a choice in applying the policy and denotes discretionary compliance or the ability to vary the requirements as presented.

 - 9** Precedent photos and/or illustrations included in this CASP are not exact representations of future development and are included for reference examples only, identifying what may occur as a result of CASP policy implementation.
-

CASP Interpretation Policies continued

CASP Timeframe

- 10** This CASP is a future-oriented document describing how the SEYVB Plan Area is to be developed over an extended and undefined period of time through a series of public and private sector initiatives.
 - 11** No specific timeframes are applied to this CASP. The timeframe of CASP implementation shall be determined by private development and the City, understanding that market conditions may influence the time it takes to fully develop the Plan Area. City Administration in collaboration with private industry will determine how and when certain infrastructure improvements are made, following the recommended sequencing of development as presented in this CASP. These infrastructure decisions can also affect the timeline of the CASP.
-

Plan Limitations

- 12** CASPs are long-term planning documents that outline a vision for a community and establish policies and guidelines that work towards achieving a particular vision. CASPs may be amended periodically either in relation to a City-led initiative or as part of an NSP/Land Use Amendment application.
 - 13** Policies and guidelines in a CASP are not to be interpreted as an approval for a use on a specific site. Representations made in this CASP do not consider detailed site conditions or constraints, including environmental constraints, and will be assessed on a case by case basis as part of the NSP process, or application(s) for Land Use, Subdivision or Development Permit approval.
-

Monitoring & Review

- 14** Policies contained within the CASP will be monitored over time in relation to larger City-wide planning and objectives, ensuring that this CASP remains current and relevant with other city documents (such as the MDP or TMP, among others). Where deemed necessary, policies within the CASP will be updated through the plan amendment process either generally or in response to a specific issue. Updates to the CASP, whether it be based on new City direction, responding to current market conditions, or other, may be initiated by the municipality or private industry.

- 15** To ensure the CASP is consistent with other city-wide planning policies and objectives, it should be reviewed with each NSP submission.

Appendices

- 16** The appendices are not considered part of the statutory portion of the CASP. The appendices are included to provide further information and context related to the CASP.

Appendices



Appendix A Glossary

A.1 Abbreviations

The following section expands upon the abbreviations and outlines the meanings of commonly used terms that appear throughout this document.

Abbreviation	Expanded
12K Plan	12 Thousand Acres Plan (2018)
AER	Alberta Energy Regulator
BI	Biophysical Inventory
BIA	Biophysical Impact Assessment
CASP	Community Area Structure Plan
CMRB	Calgary Metropolitan Region Board
EOS	Environmental Open Space
ER	Environmental Reserve
HRIA	Historic Resources Impact Assessment
IDP	Intermunicipal Development Plan
LAC	Land Allocation Committee
MDP	Municipal Development Plan
MGA	Municipal Government Act
MR	Municipal Reserve
NEF	Noise Exposure Forecast
NSP	Neighbourhood Structure Plan
RR	Range Road
SEYVB	Southeast Yankee Valley Blvd
TIA	Transportation Impact Assessment
TMP	Transportation Master Plan
TWP RD	Township Road
UMP	Utility Master Plan

A.2 Definitions

Biophysical Inventory (BI)

Provides biophysical information to identify environmentally significant areas and natural features, facilitating informed decisions regarding the protection and enhancement of those features in accordance with City plans and policies carried through subsequent statutory planning and Subdivision decisions.

Biophysical Impact Assessment (BIA)

Report used to define the environmental impact of a project on the biophysical features of an area. In preparing a BIA, baseline data is usually collected on soil, vegetation, wetlands, wildlife and hydrology.

The City

The City of Airdrie.

Commercial Uses

Establishments selling goods and services that support the day to day needs of citizens. These typically include retail and restaurant uses.

Council

The elected Council of the City of Airdrie.

Development Permit

Permission from the Approving Authority for construction or changes of use in accordance with the Land Use Bylaw.

Employment Area

Land areas where mainly industrial type (e.g., light industrial, industrial-commercial, general industrial, etc.), and airport uses are provided however, some commercial/retail type uses may also occur.

Environmental Reserve

Environmental Reserve as defined in the MGA.

Industrial Live Work

Where a business is operated on an individual parcel shared with a dwelling, or out of the same building containing a dwelling unit that incorporates an industrial bay/area that can accommodate the operation of low impact industry uses such as, but not limited to, an artists studio, minor manufacturing, minor food production, or woodworking.

Historical Resources Act (HRA)

Any work of nature or humans that is primarily of value for its palaeontological, archaeological, prehistoric, historic, cultural, natural, scientific or aesthetic interest including, but not limited to, a palaeontological, archaeological, historic, or natural site, structure or object.

Historic Resources Impact Assessment (HRIA)

An assessment that evaluates the presence of historical resources in an area and provides recommendations for whether preservation should take place.

Intermunicipal Development Plan (IDP)

A statutory plan that is jointly prepared by The City of Airdrie and Rocky View County which includes areas of land lying within the boundaries of the municipalities, as they consider necessary. Intermunicipal Development Plans are further defined in the MGA.

Land Use Area

One of the categories of land uses delineated on the Land Use Concept Map and described in one of the policy sections of the CASP.

Multi-Residential Development

A residential development of one or more buildings, each containing a minimum of three units in total.

Municipal Development Plan (MDP)

The planning policy document guiding growth and development within the City of Airdrie, reflecting the kind of community Airdrie would like to see in the future. It is visionary, strategic, long-term, and provides the basis for actions and decisions to both protect and improve quality of life for all residents, present and future.

Municipal Reserve

Municipal Reserve as defined in the MGA.

Noise Exposure Forecast (NEF)

The concept of Noise Exposure Forecasts (NEF) is a methodology for predicting a single number rating of the cumulative noise intruding into airport communities from aircraft operations.

Non-Statutory Plan

Non-statutory plans are bylaws passed by resolution. They are often developed to help encourage a certain direction for development or growth in a particular area. Examples of non-statutory plans include Transportation Master Plans, Parks Plans (*Great Places Plan* in Airdrie), Growth Plans separate from an MDP or IDP (such as the 12K Plan), infrastructure plans and studies, among others.

Nose Creek Watershed Water Management Plan

A plan to help guide the municipal jurisdictions and Alberta Environment in day-to-day decision making related to water management in the Nose Creek Watershed and link the issues of water quality, water quantity and riparian habitat with the economic and social priorities in the region.

Plan Area

The land that is the subject of the CASP.

The Province

The government of the Province of Alberta.

Regional Pathway

A city-wide multi-modal trail network that facilitates non-motorized movements for recreation and transportation purposes. It connects communities by linking major parks, recreation facilities and natural features.

Statutory Plan

A statutory plan is a legal document that must go through three readings and a public hearing before it is adopted. Once adopted, there is a legal obligation on the part of both the municipality and the residents to adhere to the plan. Examples of statutory plans include MDP, IDP, ASP (CASP in Airdrie), ARP, and NSP (neighbourhood plans in Airdrie).

Transportation Impact Assessment (TIA)

A study required to support the transportation aspects of a proposed development that has the potential of generating significant amounts of new transit users, pedestrians, and bicycle and vehicular traffic, or that could potentially change the mobility patterns in the area where it is proposed.

Appendix B Assumptions

B.1 Population & Employment Assumptions

Land Use Area	Assumption
Low Density Residential ¹	17 uph (7 upa)
Medium Density Residential ¹	47 uph (19 upa)
Residential & Commercial/Mixed Use Population (per dwelling/unit) ²	2.7 people per dwelling
Residential Home-Based Employment ³	3.2 jobs per 100 people
Commercial/Mixed Use FAR	0.3 FAR
Commercial/Mixed Use Density (for 25% of the Mixed-Use/Commercial Area) ⁴	45 uph (18 upa)
Commercial/Mixed Use and Neighbourhood Commercial Node Employment	27 jobs per ac
Neighbourhood Commercial Node Size ⁵	1.5 ha per node
Employment Lands Employment	16 jobs per ac
Elementary/Junior High School Employment	55 jobs per school
High School Employment	140 jobs per school

¹ Dwellings assumptions reflect current *City Plan* (MDP) density objective of ± 20 units per gross residential hectare (uph) (± 8 units per gross residential acre [upa]).

² City of Airdrie standard 2.7 people per dwelling (source: www.airdrie.ca/censusresults)

³ City of Airdrie 2019 census identifies 2,243 residents work from home. Based on a city-wide population of 70,564, it is estimated that an average of 3.17 out of 100 people work from home (source: www.airdrie.ca/censusresults).

⁴ $\pm 25\%$ of the overall Commercial/Mixed Use Area is anticipated to contain residential units for the purposes of associated dwelling projections within this CASP.

⁵ Each Neighbourhood Commercial Node is anticipated to be ± 1.5 ha in size. This number is subject to change and could increase/decrease depending on further investigation at NSP stage. No minimum or maximum size is required as per this CASP. Size of Neighbourhood Commercial Node to be outlined at NSP stage.

⁶ The ± 21 ha (± 52 ac) runway area has been removed from the gross Employment Lands area (± 203 ha | ± 502 ac) for consideration of future employment projections.

