

## Interim Regional Evaluation Framework – Southwest Community Area Structure Plan (CASP)

### City of Airdrie

#### IREF Section 6.0 – Evaluation Criteria

The Southwest Community Area Structure Plan (CASP) is a statutory plan located in the City of Airdrie on lands annexed from Rocky View County in 2012. The plan area is approximately ±647 hectares (±1,598 acres) in size and is intended to provide policy guidance for future Neighbourhood Structure Plans (NSP) within its boundaries. The purpose of this CASP is to articulate a vision, demonstrate policy alignment with higher order plans, present a land use concept based on an evaluation of existing and future infrastructure needs and technical analysis and prepare a comprehensive policy framework that demonstrates regional and local alignment.

The Southwest CASP presents a vision for a Master Planned Community and presents a land use concept based that aims to integrate future commercial, mixed use development and employment lands into a predominately residential growth area of the city. The plan recognizes the importance of creating a community that is amenity rich, creates work opportunity, supports educational and recreation within neighbourhoods, and is interconnected with diverse mobility options for all residents.

The land use strategy envisions approximately 26,000 to 34,000 residents and has been planned to accommodate between 8,000 and 10,000 jobs within its planning boundary, securing adequate supply for future housing and employment within the City of Airdrie as part of the City's growth management strategy. The proposed land use framework will provide foundational community building elements to guide the anticipated ten (10) Neighbourhood Structure Plans that will be considered over the next 30 years.

The following table provides an assessment of the CASP being a statutory plan with the Interim Regional Evaluation Framework, and the relevant objectives and policies of the Interim Growth Plan.

Note: Southwest CASP land use concept was aided by a number of technical supporting documents:

- Historic Assessment received by Lifeways of Canada Limited on September 5, 2019
- Phase I Environmental Site Assessment (ESA) by Trace Associates in October 2019.
- Biophysical Inventory conducted by Trace Associates Inc. on February 26, 2020
- Sanitary Servicing Study by EXP Services Inc. in May 2020
- Geotechnical Evaluation Report prepared by EXP Services Inc. in May 2019
- Preliminary Hydrogeological Assessment by Waterline Resources Inc. in January 2020
- Water Servicing Strategy by EXP Services Inc. in March 2021
- Master Drainage Plan prepared by EXP Services Inc. in September 2020
- Southwest Community Area Structure Plan Transportation Memo in July 2020

## Evaluation Criteria

- 6.1 When evaluating a new statutory plan or amendment to an existing statutory plan, the Board must consider whether approval and full implementation of the statutory plan or amendment to an existing statutory plan would result in development that is consistent with the Principles, Objectives, and Policies of the IGP using the following evaluation criteria.

3.2 Region Wide Policies	
3.2.1 Did the proposed Southwest Community Area Structure Plan address the Principles, Objectives, and Policies of the IGP?	
The Southwest Community Area Structure Plan (CASP) addresses the Principles, Objectives, and Policies of the IGP with responses outlined below:	
<b>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</b>	
<p>Objectives:</p> <p>a. Promote the integration of land-use and infrastructure planning</p>	<p>The Southwest CASP has been influenced by the City of Airdrie’s broader planning and sustainability objectives. It has demonstrated alignment between existing city land use and infrastructure growth strategies which have laid the foundational planning framework for this plan.</p> <ul style="list-style-type: none"> <li>• The Airdrie City Plan (Municipal Development Plan), 12 thousand Acres Plan (Growth Management Plan), AirdrieONE Sustainability Plan, Great Places Plan (Master Open Space Plan) and surrounding approved Community Area Structure Plans.</li> </ul> <p><b><i>(Section 15.3 and Table 10: Policy Overview)</i></b></p> <ul style="list-style-type: none"> <li>• The land use concept and associated development sequencing allows for the continuation and logical expansion of existing contiguous urban built</li> </ul>

	<p>form and follows planned expansion of major infrastructure for this quadrant of the City of Airdrie. Development is expected to continue east to west from 8<sup>th</sup> street along 56<sup>th</sup> avenue and from north to south along 24<sup>th</sup> street from Yankee Valley Boulevard adjacent to existing approved plans associated with existing CASP's.</p> <ul style="list-style-type: none"> <li>• Economic and Land Use Balance was selected as one of the five primary goals and objectives of the CASP which promotes transit-supportive intensification, mixed-use development and employment growth meeting sustainability objectives of the AirdrieONE Sustainability Plan and City of Airdrie Municipal Development Plan (City Plan).</li> <li>• Locate industrial, commercial, institutional, and business park development in areas with good access to the regional road network, higher order transit and within proximity to an employee base.</li> <li>• Optimize public utility infrastructure and Return on Investment (ROI) through strategic land use planning and opportunity identification for the benefit of the City of Airdrie and Region.</li> </ul> <p><b><i>(See Section 6.3 Goals and Objectives)</i></b></p>
<p>b. Optimize the use of existing infrastructure when accommodating growth</p>	<p>Growth within the Southwest CASP has been planned to optimize and expand the City of Airdrie's existing infrastructure to accommodate all new development in accordance with the Airdrie Utility Master Plan (UMP), including Addendum 1 dated January 27, 2018, and Wastewater Lift Station Needs Assessment. This will ensure that adequate utility infrastructure is provided to service development within the Plan area including alignment with City of Airdrie regional servicing for shared infrastructure with other CASPs. This infrastructure includes water, sanitary and stormwater utilities, as well as shallow utilities.</p>

	<ul style="list-style-type: none"> <li>Return on Public Investment was selected as one of the five primary goals and objectives of the CASP and optimization of public utility infrastructure and Return on Investment (ROI) through strategic land use planning and opportunity identification is a foundational principal of the CASP.</li> </ul> <p><b>(Section 6.3 Goals and Objectives of CASP).</b></p> <ul style="list-style-type: none"> <li>The proposed land use concept, anticipated development sequencing, planned major infrastructure improvements and anticipated routing facilitate efficient utilization of existing and planned infrastructure for short, medium and long-term growth management considerations.</li> <li>The land use concept and sequencing has been built upon foundational supporting documents such as the City's Transportation Master Plan, Utility Master Plan and Master Drainage Plans that has identified locations for major land use, roadways, utility servicing, trail systems, municipal facilities and environmental and open space components.</li> </ul> <p><b>(Section 12.0 Transportation)</b>  <b>(Section 13.0 Infrastructure &amp; Servicing)</b>  <b>(Section 14.1 Funding Commitment)</b>  <b>(Section 14.2 General Sequencing of Development)</b></p>
<p>c. Encourage higher densities, greater intensity of use, the provision of community nodes, and the leveraging of transit service, where applicable</p>	<p>The Southwest CASP is a long-range plan which anticipates development to occur over multiple growth horizons and has accommodated an increase in density, intensity levels in proximity to major transportation and future transit routes and integration of employment areas within the plan. Leveraging the identification of 24<sup>th</sup> Street Transit Corridor has been a major influence on land use, density and intensity targets along the proposed route.</p> <ul style="list-style-type: none"> <li>Viable Neighbourhoods was selected as one of the five primary goals and objectives of the CASP which responds to transit-supportive, intensification</li> </ul>

and sustainability objectives of the AirdrieONE Sustainability Plan and Municipal Development Plan

**(Section 6.3 Goals and Objectives)**

- The CASP anticipates residential and/or mixed-use development at a higher density and intensity levels than currently exists within the City of Airdrie. Surrounding approved area structure plans are primarily low density residential and single use neighbourhoods. The Southwest CASP anticipates higher densities and greater intensity of uses than previous planned for on the east side of 24<sup>th</sup> street as this corridor transitions to a greater transit-oriented development form.
- A **greater intensity and range of uses** are provided for by the land use concept with a focus on community commercial nodes at key intersections and focus on the 24<sup>th</sup> street Transit Corridor.
- The CASP promotes **24th Street as a future regional transitway** and encourages a diverse range of land uses, increased density and forms of residential, commercial, mixed-use development and employment that will require special interface considerations at the NSP Stage.
- The Southwest CASP promotes a transition to **higher housing densities** over the life of the plan. It is anticipated that the overall density for the Plan area shall range between **8.0 units per acre and 10.0 units per acre** based on the Gross Residential Area (GRA) (Section 8.3 Housing Policy 1.)
- Location of increased housing density and range of uses towards key neighbourhood nodes, community commercial nodes and integration with identified employment and mixed-use areas. Major transit and transportation routes are the focus of increased residential density and intensification of uses.

	<p><b>Nodes and Corridors are foundational principals</b> used in the development of the Area Structure Plan.</p> <ul style="list-style-type: none"> <li>The CASP anticipates a transition to <b>higher intensity levels</b> associated with the employment lands and mixed-use opportunities associated with the 56<sup>th</sup> Avenue Corridor and 24<sup>th</sup> Street Transit Corridor.</li> </ul> <p>Transit is a key consideration of future land use intensification, location of major land use elements and in the design and provision of a direct and convenient transit service to the area. 24<sup>th</sup> Street Future Transit Corridor is planned to provide for a mix of housing, commercial, employment and institutional uses that will allow for a viable transit and multi-modal corridor. A transit corridor intensification area of 400 m from 24<sup>th</sup> street has been identified. This area is encouraged to see a wider range of housing types and increased density, a wider mixture of land uses, (residential, commercial, mixed use development, institutional and employment) and increased activity levels.</p> <p><i>(Section 12.2 Transit)</i>  <i>(Figure 15: Conceptual Road Network)</i></p> <ul style="list-style-type: none"> <li>For ongoing infrastructure, servicing capacity and community infrastructure planning the range selected for population and jobs allows for flexibility to accommodate change and to ensure the area is not underserved over the life of the plan. Transportation, Servicing and Stormwater Master Planning all are influenced by the expected population and jobs expected.</li> </ul>
<p>d. Protect the function of regionally significant mobility and transmission corridors</p>	<p>The Southwest CASP is ideally positioned within a regional growth corridor focussed on significant future north-south transportation connections. 8<sup>th</sup> Street, 24<sup>th</sup> Street SW (Future Regional Transit Corridor) and Range Road 13 (40 Street SW) all provide connections through Rocky View County and the City of Calgary to the south.</p>

- Mobility was selected as one of the five primary goals and objectives of the CASP and alignment with the City of Airdrie's Transportation Master Plan and Transit Master Plan were cornerstone considerations

***(Section 6.3 Goals and Objectives)***

- All regionally significant mobility and transmission corridors within and adjacent to the plan area are a focus for protection and expansion. The Plan area has the following mobility corridors that connect to the regional transportation network.

East / West Connections:

1. Yankee Valley Boulevard
2. 40<sup>th</sup> Avenue Extension to 40<sup>th</sup> Street (Range Road 13) – Proposed
3. 56 Avenue (Township Road 264)

North / South Connections:

1. 8<sup>th</sup> Street SW
2. 24<sup>th</sup> Street SW (Future Regional Transit Corridor)
3. 40<sup>th</sup> Street (Range Road 13 /Centre Street)

- These major mobility corridors were a unifying element in framing the future neighbourhood structure plan boundaries and providing the skeletal network for the plan and proposed land uses.
- Identified regionally significant energy, water and wastewater corridors have been respected and protected along with identified future routes where applicable. Proposed routing and alignment has been coordinated with major transportation routes and optimization of future growth opportunities.



	<p>(Section 12.0 Transportation)          (Section 13.0 Infrastructure &amp; Servicing)          (Section 14.2 General Sequencing of Development)</p>
<p><b>Principle 2: Protect Water Quality and Promote Water Conservation</b></p>	
<p>Objectives:          a. Manage the risks to water quality, quantity, and drinking water sources in accordance with federal and provincial legislation and regulation</p>	<p>The Southwest CASP contains the Dry Creek drainage and associated natural open space which provides an integral “green corridor” through south Airdrie and is a primary recreation and natural area affecting the adjacent Chinook Winds CASP and the Southwest CASP. This green corridor provides for passive and active recreational opportunities and a significant non-motorized mobility corridor which links the existing and proposed major recreational facilities and senior high schools within this part of the city.</p> <ul style="list-style-type: none"> <li>• Sustainability Planning was selected as one of the five primary goals and objectives of the CASP. Sustainability includes managing the CASP for future environmental, social, and economic issues, priorities, and programs in a systematic manner and in accordance with City of Airdrie social planning and sustainability policies.</li> </ul> <p><b>(Section 6.3 Goals and Objectives)</b>  <b>(Appendix 15.3.5 Alignment with AirdrieOne Sustainability Plan – 2012)</b></p> <ul style="list-style-type: none"> <li>• Key sustainability objectives are further built upon in the use of two major land use elements Open Space Study area and a Green Corridor which both combine to protect the plan areas most sensitive areas. Open space and natural infrastructure both have been prepared to ensure natural infrastructure within the CASP area, such as natural wetlands and drainage courses, provide ecosystem services including water storage, water treatment, water conveyance, and biodiversity. Existing natural infrastructure is promoted to be</li> </ul>

	<p>integrated into the built environment in a way that is sustainable biologically, hydrologically, and socio-economically into the future.</p> <p><b>(Section 4.4 Natural Environment)</b>  <b>(Table 3: Wetlands)</b>  <b>(Section 10.0 Parks and Recreation)</b>  <b>(Section 13.4 Stormwater Management)</b>  <b>(Section 13.5 Natural Capital)</b></p>
<p>b. Promote water conservation practices</p>	<ul style="list-style-type: none"> <li>• Sustainability Goals outlined above, demonstrate alignment with AirdrieOne Sustainability Plan and its sustainability principles and objectives.</li> <li>• The City of Airdrie has adopted the Nose Creek Watershed Management Plan and the peak flow and volume control targets contained in the Nose Creek Watershed Management Plan apply to the plan area.</li> </ul> <p><b>(Section 6.3 Goals and Objectives)</b>  <b>(Appendix 15.3.5 Alignment with AirdrieOne Sustainability Plan – 2012)</b></p>
<p>c. Recognize the importance of ecological systems within the Region</p>	<p>The Southwest CASP focuses on planning for sustainability and includes managing the CASP for future environmental, social, and economic issues, priorities, and programs in a systematic manner and in accordance with City of Airdrie sustainability policies.</p> <ul style="list-style-type: none"> <li>• Identification and use of two major land use elements within the plan (Open Space and an identified Green Corridor) has been included with the goal to protect the plan areas most sensitive areas.</li> <li>• The Dry Creek Drainage and associated natural open space provides an integral “green corridor” through South Airdrie and is a primary recreation and natural area affecting this part of the City of Airdrie and it significant within the region. This green corridor provides for passive and active</li> </ul>

	<p>recreational opportunities and a significant non-motorized mobility corridor which links the city and region.</p> <p><b>(Section 4.4 Natural Environment)</b>  <b>(Table 3: Wetlands)</b>  <b>(Section 6.3 Goal and Objectives: Sustainability)</b>  <b>(Section 10.0 Parks and Recreation)</b>  <b>(Section 10.4 Open Space Study Area Policy)</b>  <b>(Section 13.5 Natural Infrastructure)</b>  <b>(Appendix 15.3.5 Alignment with AirdrieOne Sustainability Plan – 2012)</b></p>
d. Prohibit new development in the floodway	No development is proposed within an identified floodway within the CASP
<b>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</b>	
a. Promote the efficient use of land and cost-effective development	<p>The Southwest CASP promotes the efficient use and logical expansion of existing infrastructure and proposes higher density development and mix of uses on strategic areas of the plan and identified transportation and transit corridors.</p> <ul style="list-style-type: none"> <li>• The land use strategy promotes the development of a more compact, walkable communities around existing urban areas, and in anticipation of a planned transit corridor. The CASP promotes integration of fully serviced urban neighborhoods and future employment areas where people will be able to walk to everyday needs and transit for longer-distance trips and connections to the region.</li> </ul> <p><b>(Section 8.0 The Land Use Concept)</b>  <b>(Section 12.0 Transportation)</b></p> <p>The proposed land use concept and anticipated sequencing is adjacent to existing development and promotes a complete community concept that is:</p>

	<ul style="list-style-type: none"> <li>○ <b>compact and contiguous</b> with existing development and infrastructure (existing and planned) that facilitates efficient use of infrastructure and services.</li> <li>○ allows for a <b>diverse mix of housing type</b> and densities focused on key neighbourhood nodes, community commercial nodes and major transportation and transit corridors.</li> <li>○ promotes a transition to higher density of between 8 – 10 upa within the City of Airdrie.</li> <li>○ contains an interconnected street network that supports a <b>wide range of mobility options and transit opportunities</b>.</li> <li>○ <b>promotes access to local services and commercial opportunities</b> at key locations throughout the plan area through intensification of key nodes and corridors.</li> <li>○ <b>contains opportunities for local institutional, recreational and other regional facilities</b> to be developed within the Plan area by promoting residential, employments and mixed-use opportunities.</li> <li>○ <b>contains high quality parks, trails and open spaces</b> that connect to the city as a whole and the region.</li> </ul>
<p>b. Recognize and complement the Region’s diverse community visions and desired scale of development</p>	<p>The Southwest CASP is located within a primary growth corridor for the region affecting the City of Airdrie, Rocky View County and the City of Calgary. Community visions and scale have been identified in Rocky View County’s Balzac West Area Structure Plan and the city of Calgary’s Keystone Hills Area Structure Plan.</p>

	<p>Specifically, The City of Airdrie and Rocky View County coordinate development through existing <b>Inter-municipal Development Planning</b> that provides policy direction to both municipalities in areas of common land use development, servicing, infrastructure and transportation.</p> <ul style="list-style-type: none"> <li>• In addition to the policies of this CASP, collaboration and the coordination of land use matters within Southwest Airdrie shall be guided by the <b>City of Airdrie / M.D. of Rocky View Intermunicipal Development Plan</b>, as amended. Key policies have been included to ensure consistency in planning and development decisions in areas of mutual interest.</li> <li>• The Southwest CASP shares a boundary with Rocky View County along its western edge, 40th Street (Range Road 13) and its southern edge 56th Avenue (Township Road 264).</li> <li>• Lands south of Township Road 264 (56<sup>th</sup> Avenue) are within the County's <b>Balzac West Area Structure Plan</b> specifically the City of Airdrie Interface Area, Residential and Land Use Transition Areas. The southern boundary lands were previously located within the County until the 2012 annexation.</li> <li>• Lands west of Range Road 13 are not included in an area structure plan and are guided by the <b>County's Municipal Development Plan (the County Plan)</b>. These lands are expected to remain agricultural.</li> </ul> <p><b><i>(Section 11.1 Urban Rural Interface)</i></b>  <b><i>(Section 14.3 Intermunicipal Coordination)</i></b></p>
<p>c. Ensure settlement areas are planned and designed to encourage higher densities, appropriate to the local scale and context</p>	<p>The Southwest CASP establishes a land use pattern for this sector of the City that contributes to the creation of a 'complete community', or master planned community place-type focused on key nodal and corridor development opportunities.</p>

	<ul style="list-style-type: none"> <li>• This provides for the opportunity to create a full range of housing, non-residential and employment growth, recreational and institutional uses and the contribution of highly valued public open space.</li> <li>• The Southwest CASP provides for the development of identifiable and distinct neighbourhoods that collectively propose major land use components that aspire to create a viable community.</li> <li>• Proposed master planned community concept appropriate in recognition of approved area structure plans contiguous to the planning area.</li> </ul> <ol style="list-style-type: none"> <li>a) <b>Chinook Winds CASP</b> located on the east side of 24<sup>th</sup> street within the city of Airdrie.</li> <li>b) <b>West Hills CASP</b> to the north of Yankee Valley Blvd within the City of Airdrie.</li> <li>c) <b>Balzac West ASP</b> within Rocky View County located south of 56<sup>th</sup> Avenue.</li> <li>d) Agricultural lands within Rocky View County to the west of 40<sup>th</sup> Street within <b>Rocky View County’s County Plan</b>.</li> </ol> <p><b><i>(Section 8.0 The Land Use Concept)</i></b></p>
<p>d. Plan for community nodes with a mix of uses and a range of housing types, mobility choices, including transit (where viable), and community services and facilities, where and as appropriate to the local scale and context</p>	<p>It is the intent of the CASP to provide a policy framework to guide the future development of potentially ten (10) future neighbourhoods contained within four (4) identified character areas. Each of these neighbourhood areas together will form a unified “complete community” or master planned community with integrated employment areas.</p> <ul style="list-style-type: none"> <li>• This series of neighbourhood areas having a distinct edge such as major roadways, utility corridors, creeks, open space or other constructed or</li> </ul>

	<p>geographical features will each contain a focal point creating a central amenity space. These neighbourhood nodes may include civic space, supportive local commercial uses and be considered as a potential school location that is within easy walking distance for neighbourhood residents.</p> <ul style="list-style-type: none"> <li>• Increased housing density will focus on neighbourhood nodes, community scale commercial nodes and identified employment areas.</li> <li>• Transit and major transportation routes anticipates increased residential density and associated housing mix.</li> </ul> <p><b>(Section 7.2 Neighbourhood Structure Plans)</b>  <b>(Section 8.0 The Land Use Concept)</b>  <b>(Section 9.0 Schools)</b>  <b>(Section 12.0 Transportation)</b></p>
<p>e. Ensure the provision or coordination of community services and facilities</p>	<p>The Southwest CASP illustrates presents a land use concept and proposed mobility network with the identification of the general location of public facilities such as storm ponds and schools and open space networks. A number of key open space building elements have been identified and form the foundation of the proposed open space plan presented. Together, these components form the basis of a connected network of recreational and natural open space opportunities that when designed in collaboration with public infrastructure and future community and neighbourhood destinations, will allow for a robust recreational plan to be developed for the community.</p> <ul style="list-style-type: none"> <li>• The general location and number of anticipated schools has been indicated based on projected number of anticipated dwellings and expected population. Two (2) high school sites along with ten (10) joint use sites have been allocated throughout the plan. This will approximate to one school at the elementary or middle school level per anticipated neighbourhood.</li> </ul>

	<ul style="list-style-type: none"> <li>• Neighbourhood nodes have been generally identified and located at the core of each identified new neighbourhood that will function as potential civic and amenity space. Whenever possible school location has been directed towards these nodes to ensure adequate pedestrian walkability for given neighbourhoods of 5-10min. These nodes are proposed to function as an activity center that creates a vibrant, walkable gathering place for residents and provides opportunities for small-scale supportive commercial and housing choice.</li> <li>• Coordination with high school and community recreation center site planning within the Chinook Winds CASP has been recognized as a major contributor to the development of the 24<sup>th</sup> Street Corridor.</li> </ul> <p><b>(Section 8.0 The Land Use Concept)</b>  <b>(Section 9.0 Schools)</b>  <b>(Section 10.0 Parks and Recreation)</b></p>
<p><b>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</b></p>	
<p>Did the municipality collaborate to coordinate planning for land use, infrastructure, and service provision with other member municipalities?</p> <ul style="list-style-type: none"> <li>• where appropriate.</li> <li>• within 1.6 km of the boundaries of the new area structure plan area or an agreed upon notification area between the member municipalities.</li> <li>• Is the coordination demonstrated through processes, and/or instruments that comply with all components of Policy 3.2.2 of the IGP, if applicable?</li> </ul>	<p>Throughout the preparation and implementation of the Southwest CASP, the City of Airdrie continues to maintain open communication with Rocky View County, circulating relevant local plans and development applications, sharing technical information and identifying cross boundary issues and opportunities in alignment with existing policy contained within the City Plan and Inter-Municipal Plan with Rocky View County.</p> <ul style="list-style-type: none"> <li>• Rocky View County was circulated twice and with opportunity to provide feedback during plan preparation during the summer of 2020 and again in December 2020. Following additional policy development, the CASP was referred and discussed by the Inter-Municipal Committee between the City of Airdrie and Rocky View County on May 6<sup>th</sup>, 2021, and no concerns were presented warranting further policy work.</li> </ul>



- In response to feedback from Rocky View County, the CASP includes policy to ensure the commitment of both Municipalities in the desire to collaborate and coordinate shared boundaries.
- The Southwest CASP encourages meaningful intermunicipal engagement and collaboration to achieve mutual goals and ensure adherence to the Interim Growth Plan and Regional Growth Plan (once adopted). *(See Policy 14.3 Policy 1-3)*
- The Southwest CASP contains policy recognizing that further planning will occur in this area prior to the development, the CASP is to ensure that development adjacent to Rocky View County is visually attractive and that environmental and nuisance impacts are minimized. *(Section 11.1 Urban Rural Interface)*
- Each of the four (4) identified Character Areas has identified a defining characteristic being the shared municipal boundary with Rocky View County and the presence of existing agricultural uses. At the NSP stage of planning additional details on interface and compatibility will be further discussed through an established stakeholder engagement process identified and agreed to between the City of Airdrie and RVC. NSPs adjoining Rocky View County should include buffering designs and techniques to mitigate the different land uses and the conflicts each create.

***(Section 7.1 Character Areas)***

***(Section 11.1 Urban Rural Interface)***

***(Section 14.3 Intermunicipal Coordination)***

**Note: RVC response letters to Southwest CASP application circulation are attached**

### 3.2.3 Water, wetlands and stormwater

Does the proposed statutory plan:  
Protect source water quality and quantity in accordance with federal and provincial legislation and regulation, promote water conservation, and incorporate effective stormwater management;

In support of the Southwest CASP a Master Drainage Plan (MDP) has been prepared in support of the land use concept.

- The MDP includes all required pre- and post-development stormwater analysis, for the entire ten quarter sections, including affected downstream capacities.
- The MDP determined stormwater policy for post development, to a suitable level of detail to facilitate Staged Master Drainage Plans & Pond Reports with each NSP submission.
- The MDP considers the City of Airdrie Master Stormwater Drainage Plan and stormwater release rates and volumes identified in the Nose Creek Watershed Water Management Plan.
- Policy guidance respecting stormwater release rates and volumes, pond and pond design and design considerations for the overall system along with alternate combined stormwater scenarios have also been examined and included.
- It is recommended at time of NSP, existing downstream routes for stormwater flows from the Southwest CASP be re-confirmed as having adequate capacity or if upgrades are required, as a matter of due diligence since time of pre-annexation stormwater reporting and accommodation of these upstream lands.

***(Section 13.4 Stormwater Management)***

Adhere to the provincially identified wetland classification system, and incorporate measures to minimize and mitigate adverse impacts on wetlands;

A Biophysical Inventory was prepared to assess the biophysical features of the Plan area.

- There are two ephemeral draws, one intermittent watercourse, two small permanent watercourses, and thirty-three wetlands confirmed within the Study

	<p>Area. Most wetlands have been impacted by agricultural activities. Water Act approval will be required if development is to impact any wetlands or waterbodies. Determination of Crown-owned waterbodies and approval under the Public Lands Act is required if development is to impact any provincially owned or claimed lands.</p> <ul style="list-style-type: none"> <li>• A summary of findings has been included in the CASP and further requirements to prepare a Biophysical Impact Assessment to accompany each future Neighbourhood Structure Plan.</li> <li>• <i>Section 4.0 Plan Area Attributes</i> and specifically <i>Section 4.4 Natural Environment</i> and <i>Table 3: Wetlands</i> provides policy guidance with respect to water courses and wetlands within the plan area.</li> <li>• Environmentally sensitive features are generally defined by their unique and/or important role in the long-term maintenance of biological diversity, and ecological services and functions. An Open Space Study Area has been identified in association with the Dry Creek Drainage on the Land Use Concept. The specific delineation of biophysical features within the Study Area shall be further refined at the Neighbourhood Structure Plan and Land Use Redesignation stages.</li> <li>• Policy respecting integration of natural infrastructure has been included to ensure integrated water management planning is conducted in association with future Staged Master Drainage Plans.</li> </ul> <p><b><i>(Section 15.2.3 Biophysical Inventory)</i></b>  <b><i>(Section 4.4 Natural Environment)</i></b>  <b><i>(Table 3: Wetlands)</i></b>  <b><i>(Section 13.5 Natural Infrastructure)</i></b></p>
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Address Regional Corridors Policies 3.5.1.1, and 3.5.2.1 of the IGP, if applicable; and	<i>See Below 3.5</i>
Provide mitigation measures and policies to address identified adverse impacts on existing or planned regional infrastructure, regionally significant corridors, and community services and facilities?	<p>CMRB Mobility Corridor Mapping has been included within the CASP for context.</p> <ul style="list-style-type: none"> <li>• Figures 20a through 20d shows regional mobility corridors affecting the plan area.</li> </ul> <p><b>(Section 15.4 Regional Alignment)</b></p>
<b>3.3 Flood Prone Areas</b>	
<b>3.3.1 Development in floodways</b>	
<p>Does the proposed statutory plan protect provincially identified floodways from development (excepting uses with no permanent buildings, such as natural areas, outdoor recreation, parks, roads, bridges, utilities, aggregate extraction, and flood mitigation measures) for the following development types:</p> <ul style="list-style-type: none"> <li>• Expansion of settlement areas.</li> <li>• New freestanding communities.</li> <li>• New country residential development areas; and</li> <li>• New employment areas?</li> </ul>	N/A
<b>3.3.2 Flood protection in flood fringe areas</b>	
Does the proposed statutory plan apply to lands that will result in development in a provincially identified flood fringe area?	N/A

If so, does the proposed statutory plan include flood protection measures to mitigate risk at the 1:100-year flood event level?	
<b>3.4 Development Types: Expansion of Settlement Area</b>	
<b>3.4.1 Intensification and Infill Development</b>	
3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages shall be planned and developed to:	
Does the proposed statutory plan apply to lands within a city, town or village?	N/A
3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities	
Does the proposed statutory plan apply to lands within an existing settlement area in a hamlet or other unincorporated urban community within a rural municipality?	N/A
<b>3.4.2 Expansion of Settlement Areas</b>	
3.4.2.1 Expansion of settlement areas in a contiguous pattern to:	
Does the proposed statutory plan apply to lands adjacent to an existing built-up or previously planned settlement area?	<p>Yes. The City of Airdrie</p> <p>The Plan Area is in the southwest quadrant of the <b>City of Airdrie</b> on lands annexed from Rocky View County in 2012. The Plan area is “L-shaped” and occupies ten quarter sections of land legally described as:</p> <ul style="list-style-type: none"> <li>• South ½ Section 26, Township 26, Range 1, W5M</li> <li>• Section 27, Township 26, Range 1, W5M</li> </ul>

	<ul style="list-style-type: none"> <li>• Section 34, Township 26, Range 1, W5M</li> </ul> <p>The Plan area is bounded by major transportation routes that will be the focus of future infrastructure upgrades to accommodate City growth over the coming decades. These transportation connections define the proposed CASP boundary and interface with existing and developing CASPs within this quadrant of City.</p>
Plan for and result in development in a contiguous pattern;	<p>The Southwest CASP plan area is contiguous with existing compact master planned style development to the north (West Hills CASP) and along its eastern boundaries (Chinook Winds CASP and South Airdrie CASP).</p>
Achieve an efficient use of land.	<p>The Southwest CASP land use concept supports an efficient use of land and provides for a mix of uses and opportunity to create a full range of housing, non-residential and employment growth, mixed use and recreational and institutional uses and the contribution of highly valued public open space.</p> <ul style="list-style-type: none"> <li>• It envisioned to be the future home of approximately 26,000 to 34,000 residents and employ up to 10,000 people within its planning boundary, securing adequate supply for future housing and employment within the City of Airdrie.</li> <li>• The proposed land use framework will provide foundational community building elements to guide the anticipated ten (10) Neighbourhood Structure Plans that will be considered over the next 20 to 30 years.</li> <li>• The proposed land use concept envisions a master planned community that aims to integrate future commercial and employment lands into a predominately residential growth area of the city.</li> <li>• The plan recognizes the importance of effectively distributing and creating a community that is amenity rich, creates work opportunity, supports educational and recreation within neighbourhoods, and is interconnected with key and diverse mobility options for all residents.</li> </ul>

	<ul style="list-style-type: none"> <li>The guiding policies will rely on future Neighbourhood Structure Plans to implement and create a number of distinct neighbourhoods defined by the areas physical and natural attributes along with anticipated transportation network improvements, including a transit ready corridor along 24th street.</li> </ul> <p><b>(Section 8.0 The Land Use Concept)</b>  <b>(Section 8.2 Residential Density Targets and Employment Forecast)</b></p>
Provide for a mix of uses;	<p>The Southwest CASP primary goal was to achieve an economic and land use balance that would provide for residential uses that will complement and support the future development of employment and the strategic location of non-residential land uses within the planning area, city as a whole, and the region.</p> <ul style="list-style-type: none"> <li>To ensure a mix of uses, major land use typologies form the core of the land use concept including the distribution of Neighbourhood (Residential), Community Commercial, Mixed Use Development and Employment types. These land use elements will collectively contribute a well-balanced land use plan providing for a livable environment by blending a variety of housing, institutional and non-residential development opportunities, all with a “live, work, and play” philosophy to new development.</li> <li>Significant employment lands, mixed use development, commercial nodes along with significant institutional uses have focused on the 24<sup>th</sup> street transit corridor.</li> </ul> <p><b>(Section 8.0 The Land Use Concept)</b>  <b>(Section 8.2 Residential Density Targets and Employment Forecast)</b>  <b>(Section 8.4 Land Use Concept Elements – Place types)</b></p>
Provide access to community node(s), planned at a scale appropriate to the development;	<ul style="list-style-type: none"> <li>Planned community nodes and neighbourhood nodes are a central and unifying theme of the land use concept which includes locational criteria</li> </ul>

	<p>taking advantage of key mobility and transit corridors within this part of the City of Airdrie.</p> <ul style="list-style-type: none"> <li>• Open Space components form the basis of a connected network of recreational and natural open space opportunities that when designed in collaboration with public infrastructure and future community and neighbourhood destinations, will allow for a robust recreational and access to existing community nodes to be further developed for the community.</li> </ul> <p><b>(Section 10.2 Open Space Elements)</b></p>
<p>Make efficient and cost-effective use of existing and planned infrastructure through agreements with service providers; and connect to municipally owned or franchised water and wastewater services;</p>	<p>Servicing capacity for the Southwest CASP requires new infrastructure as identified in the 2016 Utility Master Plan (UMP) and 2020 Wastewater Lift Station Needs Assessment (WLSNA) to accommodate proposed expansion.</p> <ul style="list-style-type: none"> <li>• Commitments of the development industry (BILD CR) and City of Airdrie in negotiating a 'Funding and Financing Model' for the ultimate infrastructure needed to service the annexation lands upgrades have been included within Plan Implementation.</li> </ul> <p><b>(Section 13.0 Infrastructure &amp; Servicing)</b> <b>(Section 14.1 Funding Commitment)</b></p>
<p>Provide access to community services and facilities or make efficient and cost-effective use of existing and planned community services and facilities through applicable municipal agreements with service providers at the appropriate time, where appropriate.</p>	<p>A key objective of the Southwest CASP is to illustrate a proposed mobility network, general land uses, and general location of public facilities such as storm ponds and schools.</p> <ul style="list-style-type: none"> <li>• The general location and number of anticipated schools has been indicated based on projected number of anticipated dwellings and expected population which have been indicated on Figure 12: Land Use Concept. Allocation of future school jurisdiction ownership of a School Site and/or Joint Use Site should also be established.</li> </ul>



	<ul style="list-style-type: none"> <li>• In creating an implementable open space and parks concept that offers a wide range of active and passive recreation opportunities, often with consideration of sensitive environmental features, can lead to competing objectives when attempting to allocate limited reserve lands to meet both parks, environmental and future school facility development.</li> <li>• Future school facility planning, and an associated needs assessment has been included within <i>Section 9.0 Schools</i> and its central to the land use concept and implementation of key future neighbourhood nodes within the plan area.</li> <li>• Joint Use School Site Policy Section 9.2 and Future High School Land Assembly Policy outlines implementation expectations for school development and acquisition of future high schools within the plan area.</li> </ul> <p><b>(Section 8.0 The Land Use Concept)</b>  <b>(Section 9.0 Schools)</b>  <b>(Table 8: School Demand Requirements)</b></p>
<p>3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units shall also address the following:</p>	
<p>Does the proposed statutory plan apply to lands adjacent to an existing built-up or previously planned settlement area, that will result in 500 or greater new dwelling units?</p>	<p>Yes.  The plan area has anticipated providing between 10,729 and 12,627 dwelling units.</p>
<p>Provide employment uses, and community services and facilities;</p>	<p>The Southwest CASP provides significant focus on future employment uses and associated land use typology being integrated within the plan area. Employment and job creation form a central part of the land use concept. Community services and facilities continue to be supported along the 24<sup>th</sup> Street Corridor and within key nodes identified in the land use concept.</p>

	<ul style="list-style-type: none"> <li>• The land use concept has been planned to accommodate between 8,216 – 10,826 jobs. Employment will be seen through the development of community commercial nodes, mixed use development and identified employment areas located along major transportation and transit corridors.</li> <li>• Existing and future community services and facilities will be accommodated through this mixed-use development concept and will take advantage of higher order transportation and transit options.</li> <li>• Neighbourhood Nodes have been included as a community building element central to each future neighbourhood to accommodate They are meant to be the focus of compatible uses such as school sites and local parks and could see increased residential density and housing types. They can also support some limited commercial and business uses in neighbourhoods which are under-serviced by other commercial destinations.</li> </ul> <p><b><i>(Section 8.0 The Land Use Concept)</i></b>  <b><i>(Section 8.2 Residential Density Targets and Employment Forecast)</i></b>  <b><i>(Section 8.4 Land Use Concept Elements – Place types)</i></b></p>
Provide access to community node(s) located in proximity to existing, planned and/or future transit;	<ul style="list-style-type: none"> <li>• Planned community commercial nodes, institutional uses (school and recreation center), mixed use development and employment along with associated intensification opportunities have been planned along the 24<sup>th</sup> Street Transit Corridor with future connections to the region.</li> </ul> <p><b><i>(Section 8.0 The Land Use Concept)</i></b>  <b><i>(Section 12.2 Transit)</i></b></p>
Connect to existing, planned and/or future local and/or regional transit and active transportation networks; and	<ul style="list-style-type: none"> <li>• Transit and the identification of a higher order transit route along 24th Street is a key consideration of future land use intensification, location of major</li> </ul>

	<p>land use elements and in the design and provision of a direct and convenient transit service to the area.</p> <ul style="list-style-type: none"> <li>• As indicated on Figure 15: Conceptual Road Network, a transit corridor intensification area of 400m from 24th street has been identified. This area is encouraged to see a wider range of housing types and increased density, a wider mixture of land uses, (residential, commercial, mixed use development, institutional and employment) and increased activity levels.</li> <li>• 24th Street is planned to develop into an attractive south entrance to the City of Airdrie, providing for a mix of housing, commercial, employment and institutional uses that will allow for a viable transit and multi-modal corridor.</li> <li>• 24th Street through the CASP area is identified as a transit ready corridor that will provide fast, direct service to and from Airdrie to the northern terminus of Calgary Transit's network.</li> </ul> <p><b><i>(Section 8.0 The Land Use Concept)</i></b>  <b><i>(Section 12.2 Transit)</i></b></p>
<p>Provide for a range of housing forms and options?</p>	<p>The Southwest CASP promotes a mix of housing, commercial, employment and institutional uses that will allow for a viable transit and multi-modal corridor to develop over time.</p> <ul style="list-style-type: none"> <li>• Community and Neighbourhood Nodes have been included as a unifying element for each of the future Neighbourhood Structure Plans to increase the range of housing options and built form.</li> <li>• The housing mix shall comprise three main categories: Low density residential, medium density residential and high density residential. Low density residential is intended for a variety of low rise, low-density housing forms including conventional single-detached dwellings, small-lot single-</li> </ul>

	<p>detached dwellings, semi-detached and duplex buildings. Medium density residential is intended for a variety of housing types including, street-fronting townhouses, stacked, and low-rise apartment buildings and other attached housing forms. High density residential is intended primarily for large multi-unit and apartment-type developments.</p> <ul style="list-style-type: none"> <li>• In the Southwest CASP, increased housing density will be focused on key neighbourhood, community and regional commercial nodes and employment areas. Major transit and transportation routes will also be a focus of increased residential density and associated housing mix.</li> </ul> <p><b><i>(Section 8.0 The Land Use Concept)</i></b>  <b><i>(Section 8.3 Housing)</i></b>  <b><i>(Section 12.2 Transit)</i></b></p>
<p>3.4.2.3 Rationale for expansion of settlement areas that do not meet all components of Policy 3.4.2.1 and 3.4.2.2</p>	
<p>Did the applicant municipality provide rationale for expansion of a settlement area that does not comply with all components of Policy 3.4.2.1 and 3.4.2.2? If so, does the proposed statutory plan provide a rationale</p>	<p>N/A</p>
<p><b>3.4.3 New Freestanding Settlement Areas</b></p>	
<p>3.4.3.1 New freestanding settlement areas</p>	
<p>Does the proposed statutory plan apply to lands that are not contiguous to existing built or planned settlement areas? If so, does the proposed statutory plan or existing statutory plan amendment:</p>	<p>N/A</p>

<b>3.4.3.2 New freestanding settlement areas with 500 or greater new dwelling units</b>	
Does the proposed statutory plan apply to lands that are not contiguous to existing built-up or planned settlement areas, and will result in 500 or greater new dwelling units?	N/A
If so, does the proposed statutory plan or existing statutory plan amendment:	
<b>3.4.3.3 Rationale for new freestanding settlement areas with 500 or greater new dwelling units that do not meet all components of Policy 3.4.3.2</b>	
Did the applicant municipality provide rationale for a new free standing settlement area that will result in 500 or greater new dwelling units that does not comply with all components of Policy 3.4.3.2?	N/A
<b>3.4.4 Country Residential Development</b>	
<b>3.4.4 Country Residential Development</b>	
Does a proposal for new country residential areas, cluster country residential development, or infill and densification of an existing country residential area result in development of 50 new dwelling units or greater?	N/A
<b>3.4.5 Employment Areas</b>	
<b>3.4.5.1 New employment areas</b>	

<p>Does the proposed statutory plan apply to lands that will result in development of a new employment area?</p>	<p>Yes. The Southwest CASP has identified a new employment area located to the north of 56<sup>th</sup> Avenue Arterial and 24<sup>th</sup> Street Transit Corridor have been identified for future employment and business development.</p> <ul style="list-style-type: none"> <li>• Approximately 200 acres have been identified for future employment along the southern boundary and will be a significant contributor to ensuring adequate and sufficient land supply and economic activity for the long-term health of the community.</li> </ul> <p><b>(Section 8.0 The Land Use Concept)</b>  <b>(Section 8.2 Residential Density Targets and Employment Forecast)</b></p>
<p>If so, does the proposed statutory plan make efficient and cost-effective use of existing and planned infrastructure and services?</p>	<p>Employment Areas consist of mainly non-retail employment uses that provide local job opportunities for community residents. Businesses include small to medium-scale employment providing employment opportunity and will act as a potential transition between other land use areas. Supportive commercial and other amenities may also be integrated into these areas to provide an array of complementary uses for employees.</p> <ul style="list-style-type: none"> <li>• Employment areas are directed to areas in close proximity to major arterials, highways and transit along with associated planned major servicing (water and sewer) routes within the 24<sup>th</sup> street and 56<sup>th</sup> Avenue corridors.</li> </ul> <p><b>(Section 12.0 Transportation)</b>  <b>(Section 13.0 Infrastructure &amp; Servicing)</b>  <b>(Section 14.2 General Sequencing of Development)</b></p>
<p><b>3.4.5.2 Connections to transit stations and corridors</b></p>	
<p>Does the proposed statutory plan for development result in a new employment area:</p>	<p>Yes. Transit and the identification of a higher order transit route along 24th Street is a key consideration of future land use intensification, location of major land use elements including a planned transit route.</p>

<p>Plan for connections to existing and/or planned transit where appropriate?</p>	<ul style="list-style-type: none"> <li>• 24th Street is planned to develop into a primary south entrance to the City of Airdrie, providing for a mix of housing, commercial, employment and institutional uses that will allow for a viable transit and multi-modal corridor.</li> <li>• Approximately 200 acres have been identified for future employment along the southern boundary and will be a significant contributor to ensuring adequate and sufficient land supply and economic activity for the long-term health of the community.</li> </ul> <p><b><i>(Section 8.0 The Land Use Concept)</i></b>  <b><i>(Section 8.2 Residential Density Targets and Employment Forecast)</i></b>  <b><i>(Section 12.2 Transit)</i></b></p>
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<h3>3.5 Regional Corridors</h3>	
<h4>3.5.1.1 Mobility corridors</h4>	
<p>Is the proposed statutory plan for lands within 1.6 kilometres of a regionally significant mobility corridor identified on Schedule 3 and/or 4 of the IGP?</p> <p>If so, does the proposed statutory plan</p>	<p>Yes.</p> <ul style="list-style-type: none"> <li>• Section 15.4 Regional Alignment and Figures 20a through 20d shows regional mobility corridors affecting the plan area.</li> <li>• Schedule 3 indicates the QEII Level 1 Highway, CPR Railroad within or adjacent to the identified 1.6km proximity to the plan area.</li> <li>• Schedule 4 shows the potential routing of higher order transit route.</li> </ul> <p><b><i>(Section 15.4 Regional Alignment)</i></b></p>
<p>Identify the mobility corridor on maps;</p>	<ul style="list-style-type: none"> <li>• Figure 15: Conceptual Road Network identifies the Transit Corridor along with an identified intensification area affecting the plan area.</li> </ul>

	<ul style="list-style-type: none"> <li>• Figure 12: Land Use Concept identifies the Transit Corridor alignment and land use strategy to located increased land use intensity, mix of uses, increased density and community services along the route.</li> </ul> <p><b>(Section 8.0 The Land Use Concept)</b> <b>(Section 12.0 Transportation)</b></p>
<p>Demonstrate that the proposed land-use, built form and density optimizes the proximity and adjacency to regionally significant mobility corridors;</p>	<p>The proposed land use concept and transportation plan capitalizes and maximizes the location of regionally significant mobility corridors.</p> <ul style="list-style-type: none"> <li>• 24th Street and its ROW is planned to be a future transit corridor to accommodate potential higher order transit. The corridor is protected to support a future enhanced transit service, connecting south to Calgary to Centre Street through Rocky View County.</li> <li>• The land use concept has recognized the importance of the 24<sup>th</sup> Street transit corridor and 56<sup>th</sup> Avenue transportation corridor and future connections to the QEII and has intensified development, density and uses along these corridors.</li> </ul> <p><b>(Section 8.0 The Land Use Concept)</b> <b>(Section 12.0 Transportation)</b></p>
<p>Provide mitigation measures and policies to address identified/potential adverse impacts on regionally significant mobility corridors?</p>	<p>There are no impacts to regionally significant mobility corridors and these corridors and planned right-of-way have been incorporated within the plan and land use concept.</p> <ul style="list-style-type: none"> <li>• In addition, Section 11.2 includes interim use area policy meant to preserve and ensure that temporary land uses do not interfere with the future urban development of the Plan area for employment-related purposes. Accordingly, interim uses shall be considered to give landowners the</li> </ul>



	<p>provisional opportunity to develop their lands while they await servicing and transportation improvements.</p> <p><b>(Section 11.0 Transition and Interface Areas)</b></p>
<b>3.5.2.1 Transmission Corridors</b>	
<p>Does the proposed statutory plan include transmission corridor right-of ways and/or related infrastructure identified on Schedule 5 and/or 6 of the IGP within the statutory plan area boundary? If so, does the proposed statutory plan</p>	<p>Yes.</p> <ul style="list-style-type: none"> <li>• Section 15.4 Regional Alignment and Figures 20a through 20d shows regional mobility corridors affecting the plan area.</li> <li>• Schedule 5 indicates the location of current intermunicipal water and wastewater transmission lines.</li> <li>• Schedule 6 shows the location of Energy Pipes affecting the plan area.</li> </ul> <p><b>(Section 15.4 Regional Alignment)</b></p>
<p>Identify the transmission corridor rights-of-way or related infrastructure on maps;</p>	<ul style="list-style-type: none"> <li>• Figure 16: Water Services and Figure 17: Sanitary Services identify future infrastructure needs and proposed routing alignments with connections to the region.</li> <li>• Figure 3a: Attributes of the Plan Area (Part 1) indicates the presence of a high-pressure gas lines and transmission lines.</li> </ul> <p><b>(Section 4.0 Plan Area Attributes)</b> <b>(Section 13.0 Infrastructure &amp; Servicing)</b> <b>(Section 14.2 General Sequencing of Development)</b></p>
<p>Provide a rationale, servicing agreements, and supporting policies for crossing, accessing and/or</p>	<p>There are no impacts to regionally significant transmission corridors, their rights of way or infrastructure.</p>

<p>connecting to regionally significant transmission corridor rights-of-way or related infrastructure;</p>	<ul style="list-style-type: none"> <li>• Section 13.0 Infrastructure &amp; Servicing recognizes the commitment to connections to regional infrastructure with identified anticipated routing.</li> <li>• Section 14.1 Funding Commitment outlines the need for a funding and financing model to ensure ultimate infrastructure needed to service the lands.</li> <li>• Section 5.6 Oil &amp; Gas Facilities provides policy guidance in relation to development in proximity to these facilities.</li> </ul> <p><b>(Section 4.0 Plan Area Attributes)</b>  <b>(Section 5.0 Existing Development Influences)</b>  <b>(Section 13.0 Infrastructure &amp; Servicing)</b>  <b>(Section 14.1 Funding Commitment)</b>  <b>(Section 14.2 General Sequencing of Development)</b></p>
<p>Provide mitigation measures and policies to address identified/potential adverse impacts on regionally significant transmission corridor rights-of-way or related infrastructure?</p>	<p>There are no impacts to existing regionally significant transmission corridors and rights-of-way.</p> <ul style="list-style-type: none"> <li>• Section 5.6 Oil &amp; Gas Facilities provides policy guidance in relation to development in proximity to these facilities.</li> </ul> <p><b>(Section 5.0 Existing Development Influences)</b></p>



September 4, 2020

Felix Ochieng  
City of Airdrie  
400 Main Street SE  
Airdrie, AB T4B 3C3

Via email: [Felix.Ochieng@airdrie.ca](mailto:Felix.Ochieng@airdrie.ca)

Dear Mr. Ochieng,

**RE: Southwest Area Structure Plan Circulation Response**

With respect to the proposed Southwest Area Structure Plan, the County offers the following comments for your consideration.

Where the *City of Airdrie / M.D. of Rocky View Intermunicipal Development Plan (IDP)* provides guidance on the form and nature of consultation for lands identified as having mutual interest, specifically section 3.1, the County requests that the policies outlined therein be utilized with respect to this application. The Interim Growth Plan is considered in review of all intermunicipal circulations, but where a framework for collaboration exists, the County is comfortable to operate within that context at this stage.

Planning:

Lands south of Township Road 264 are within the County's *Balzac West Area Structure Plan* specifically the *City of Airdrie Interface Area, Residential and Land Use Transition Areas*. The lands are currently designated agricultural. Development in this area will be guided by the policies of the BWASP and future conceptual schemes. The predominant land use in this area will be residential while other supporting uses such as institutional, educational, small-scale neighbourhood retail, local convenience commercial, personal service, home-based business, recreational, open space, and community facilities may be considered appropriate. Lands west of Range Road 13 are not included in an area structure plan and are guided by the County's Municipal Development Plan (the County Plan). These lands are expected to remain agricultural.

As per the *City of Airdrie / M.D. of Rocky View Intermunicipal Development Plan* section 2.8 *Land Use Transition Principles*, consideration should be given to appropriate transitioning of land uses from one municipality to another and the interface should be detailed within an ASP or conceptual scheme (neighbourhood plan). As well, consideration should be given to the visual impacts of development on adjacent lands.

Further, section 2.9 *Intermunicipal Entranceways*, speaks to the importance of roadways that provide access and egress between municipalities and the necessity to enhance the visual appeal of these intermunicipal entranceways.

The proposed Southwest ASP proposes neighbourhood areas along the Range Road 13 corridor and employment areas along the Township Road 264 corridor, both of which are compatible with the future land use scenario for County lands. However, we kindly request that the following characteristic as listed in Character Policy Area's 3 and 4 be included with Character Area's 1 and 2.

*Interface and special policy consideration respecting interface with Rocky View County as the southern and western boundary represents the City boundary.*

Further, we request that this interface and special policy consideration be added to the Plan policies for each of the four Character Area's rather than being listed as a characteristic. Inclusion of this policy will ensure collaboration between the County and the City to address land use compatibility and interface issues for each Character Area.

We understand that future development in the Southwest CASP will require Neighbourhood Structure Plans (NSPs) and land use amendment applications wherein detailed policy addressing compatibility and interfacing with adjacent lands will be presented. It is our understanding that the County will have an opportunity to comment on and collaborate on these Plans.

The County recommends that specific policies for the interface areas with County lands be included in these proposals to outline the importance of these areas and provide direction for appropriate transitions in terms of subdivision, site and building designs. In addition, the implementation of the IDP transition and entranceway policies should be included in the interface policies of future NSPs.

In addition, we suggest that the County's Agricultural Boundary Design Guidelines be utilized when considering all new developments adjacent to existing agricultural areas within the County until such time as these lands develop. The guidelines are intended to reduce land use conflicts, which is in accordance with the principles of the IDP as noted above. [Agricultural Boundary Design Guidelines](#)

#### Engineering:

##### *Transportation*

A Traffic Impact Assessment was not provided for review; however, based on the information provided we understand that the proposed Southwest ASP considers construction of 24<sup>th</sup> Street and 56<sup>th</sup> Avenue to an Arterial Standard within the ASP area and construction of a regional connection from 24<sup>th</sup> Street SW to Range Road 13 (Centre Street) within the County.

Based on the proposed Southwest ASP, it appears that there will be moderate to significant impacts to the local road network within the County. 24<sup>th</sup> Street and Range Road 13 (Centre Street) provide regional connections between the city of Airdrie and city of Calgary through the County so these roads are of particular importance.

Transportation Impact Assessments are recommended to be prepared and reviewed by the County for all future NSP and land use submissions prior to those plans proceeding. The studies should take into consideration the off-site impacts of the proposed NSP's on the

County's road network. Should upgrades be required on local road networks within the County, all necessary upgrades should be completed through Development Agreements at no cost to the County.

#### *Water Servicing*

We understand that potable water service will be provided in accordance with the Airdrie Utility Master Plan (UMP), with capacity provided via water supply feeder mains from Calgary, and a booster station in the Main Pressure Zone. The booster station will provide water to two reservoirs via a new feeder main along future 48<sup>th</sup> Avenue SW and 24<sup>th</sup> Street SW. The County has no concerns with this proposal at this time.

#### *Sanitary Servicing*

We understand the Plan area will be serviced via a future sanitary lift station and sanitary force main to the city of Calgary. Sanitary gravity mains within the Plan area will connect to the Airdrie southwest sanitary trunk (Cobblestone Trunk). The County has no concerns with this proposal at this time.

#### *Stormwater*

We understand that stormwater management for the Plan area will include ten post development catchments with minor and major conveyance to ten stormwater facilities. The Plan area is entirely within the Nose Creek Watershed basin with all catchments ultimately discharging to Nose Creek through various off-site routes. The stormwater management system for the Plan area is proposed to align with the Nose Creek Watershed Water Management Plan. The County has no concerns with this proposal at this time.

#### Municipal Lands:

There are no concerns with regard to parks, recreation, open space preservation and the City's active transportation network as presented in the Plan. It is acknowledged the regional pathway alignment identified in both the County *Parks and Open Space Master Plan* and the *2014 Intermunicipal Pathways and Trail Study* has been included in the draft document which follows along Range Road 11 (8<sup>th</sup> Street) providing connectivity from the city of Airdrie to the city of Calgary through the County. It is acknowledged via policy associated with Section 3.6.8 and Section 3.8; the Plan includes preservation of a green corridor and supporting pathway alignments identified in the County *Parks and Open Space Master Plan* along the south western portion of the plan area.

Based on the general compatibility of land uses presented within the proposed Southwest ASP in relation to the County and with the expectation that we will have an opportunity to review and comment on the relevant technical studies with respect to transportation at future NSP stage; we have no concerns with the draft plan as presented. Thank you for providing the opportunity to comment and should you have any questions, please contact the undersigned.

Regards,  
ROCKY VIEW COUNTY

Jessica Anderson  
Senior Planner  
Planning and Development Services

CC: Dominic Kazmierczak, Supervisor Planning (Policy), Rocky View County



December 18, 2020

Felix Ochieng  
City of Airdrie  
400 Main Street SE  
Airdrie, AB T4B 3C3

Via email: [Felix.Ochieng@airdrie.ca](mailto:Felix.Ochieng@airdrie.ca)

Dear Mr. Ochieng,

**RE: 2<sup>nd</sup> DRAFT Southwest Area Structure Plan Circulation Response**

With respect to the proposed 2<sup>nd</sup> Draft Southwest Area Structure Plan, the County offers the following comments for your consideration. We have reviewed the 2<sup>nd</sup> draft document and find that our concerns as stated in our September 4, 2020 letter have not been addressed.

Where the *City of Airdrie / M.D. of Rocky View Intermunicipal Development Plan (IDP)* provides guidance on the form and nature of consultation for lands identified as having mutual interest, specifically section 3.1, the County requests that the policies outlined therein be utilized with respect to this application. The Interim Growth Plan is considered in review of all intermunicipal circulations, but where a framework for collaboration exists, the County is comfortable to operate within that context at this stage.

Planning:

Lands south of Township Road 264 are within the County's *Balzac West Area Structure Plan* specifically the *City of Airdrie Interface Area, Residential and Land Use Transition Areas*. The lands are currently designated agricultural. Development in this area will be guided by the policies of the BWASP and future conceptual schemes. The predominant land use in this area will be residential while other supporting uses such as institutional, educational, small-scale neighbourhood retail, local convenience commercial, personal service, home-based business, recreational, open space, and community facilities may be considered appropriate. Lands west of Range Road 13 are not included in an area structure plan and are guided by the County's Municipal Development Plan (the County Plan). These lands are expected to remain agricultural.

As per the *City of Airdrie / M.D. of Rocky View Intermunicipal Development Plan* section 2.8 *Land Use Transition Principles*, consideration should be given to appropriate transitioning of land uses from one municipality to another and the interface should be detailed within an ASP or conceptual scheme (neighbourhood plan). As well, consideration should be given to the visual impacts of development on adjacent lands.

Further, section 2.9 *Intermunicipal Entranceways*, speaks to the importance of roadways that provide access and egress between municipalities and the necessity to enhance the visual appeal of these intermunicipal entranceways.

The proposed Southwest ASP proposes neighbourhood areas along the Range Road 13 corridor and employment areas along the Township Road 264 corridor, both of which are compatible with the future land use scenario for County lands. However, we kindly request that the following characteristic as listed in Character Policy Area's 3 and 4 be included with Character Area's 1 and 2.

*Interface and special policy consideration respecting interface with Rocky View County as the southern and western boundary represents the City boundary.*

Further, we request that this interface and special policy consideration be added to the Plan policies for each of the four Character Area's rather than being listed as a characteristic. Inclusion of this policy will ensure collaboration between the County and the City to address land use compatibly and interface issues for each Character Area.

We understand that future development in the Southwest CASP will require Neighbourhood Structure Plans (NSPs) and land use amendment applications wherein detailed policy addressing compatibility and interfacing with adjacent lands will be presented. It is our understanding that the County will have an opportunity to comment on and collaborate on these Plans.

The County recommends that specific policies for the interface areas with County lands be included in these proposals to outline the importance of these areas and provide direction for appropriate transitions in terms of subdivision, site and building designs. In addition, the implementation of the IDP transition and entranceway policies should be included in the interface policies of future NSPs.

In addition, we suggest that the County's Agricultural Boundary Design Guidelines be utilized when considering all new developments adjacent to existing agricultural areas within the County until such time as these lands develop. The guidelines are intended to reduce land use conflicts, which is in accordance with the principles of the IDP as noted above. [Agricultural Boundary Design Guidelines](#)

#### Engineering:

##### *Transportation*

A Traffic Impact Assessment was not provided for review; however, based on the information provided we understand that the proposed Southwest ASP considers construction of 24<sup>th</sup> Street and 56<sup>th</sup> Avenue to an Arterial Standard within the ASP area and construction of a regional connection from 24<sup>th</sup> Street SW to Range Road 13 (Centre Street) within the County.

Based on the proposed Southwest ASP, it appears that there will be moderate to significant impacts to the local road network within the County. 24<sup>th</sup> Street and Range Road 13 (Centre Street) provide regional connections between the city of Airdrie and city of Calgary through the County so these roads are of particular importance.



Transportation Impact Assessments are recommended to be prepared and reviewed by the County for all future NSP and land use submissions prior to those plans proceeding. The studies should take into consideration the off-site impacts of the proposed NSP's on the County's road network. Should upgrades be required on local road networks within the County, all necessary upgrades should be completed through Development Agreements at no cost to the County.

#### *Water Servicing*

We understand that potable water service will be provided in accordance with the Airdrie Utility Master Plan (UMP), with capacity provided via water supply feeder mains from Calgary, and a booster station in the Main Pressure Zone. The booster station will provide water to two reservoirs via a new feeder main along future 48<sup>th</sup> Avenue SW and 24<sup>th</sup> Street SW. The County has no concerns with this proposal at this time.

#### *Sanitary Servicing*

We understand the Plan area will be serviced via a future sanitary lift station and sanitary force main to the city of Calgary. Sanitary gravity mains within the Plan area will connect to the Airdrie southwest sanitary trunk (Cobblestone Trunk). The County has no concerns with this proposal at this time.

#### *Stormwater*

We understand that stormwater management for the Plan area will include ten post development catchments with minor and major conveyance to ten stormwater facilities. The Plan area is entirely within the Nose Creek Watershed basin with all catchments ultimately discharging to Nose Creek through various off-site routes. The stormwater management system for the Plan area is proposed to align with the Nose Creek Watershed Water Management Plan. The County has no concerns with this proposal at this time.

#### Municipal Lands:

There are no concerns with regard to parks, recreation, open space preservation and the City's active transportation network as presented in the Plan. It is acknowledged the regional pathway alignment identified in both the County *Parks and Open Space Master Plan* and the *2014 Intermunicipal Pathways and Trail Study* has been included in the draft document which follows along Range Road 11 (8<sup>th</sup> Street) providing connectivity from the city of Airdrie to the city of Calgary through the County. It is acknowledged via policy associated with Section 3.6.8 and Section 3.8; the Plan includes preservation of a green corridor and supporting pathway alignments identified in the County *Parks and Open Space Master Plan* along the south western portion of the plan area.

Based on the general compatibility of land uses presented within the proposed Southwest ASP in relation to the County and with the expectation that we will have an opportunity to review and comment on the relevant technical studies with respect to transportation at future NSP stage; we have no concerns with the draft plan as presented. Thank you for providing the opportunity to comment and should you have any questions, please contact the undersigned.

Regards,  
ROCKY VIEW COUNTY

Jessica Anderson  
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Planning Policy

CC: Dominic Kazmierczak, Manager, Planning Policy, Rocky View County