

Interim Growth Plan Policy	Sawgrass Park Neighbourhood Structure Plan Alignment
<b>2.0 Principles &amp; Objectives</b>	
<p>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</p>	<p><i>Promote the integration of land-use and infrastructure planning</i></p> <ul style="list-style-type: none"> <li>The NSP supports integration of land-use and infrastructure planning by planning for future development across multiple quarter sections and providing policies that guide the provision of front-end infrastructure as outlined in Section 6.0 (Transportation) &amp; Section 7.0 (Servicing) of the NSP.</li> <li>The plan will utilize existing municipal infrastructure, extending it in a logical and efficient manner.</li> <li>The NSP supports coordinated front-ending of infrastructure upgrades and efficient use of regional resources. This is covered under Section 7.6 (Funding Commitment) in the NSP, as well as Sawgrass Park Policy 53 which describes the contribution agreement obligation.</li> </ul> <p><i>Encourage higher densities, greater intensity of use, the provision of community nodes, and the leveraging of transit service, where applicable</i></p> <ul style="list-style-type: none"> <li>The NSP proposes higher density housing along 24 Street NW which is an arterial road and internal collector roads as shown in Figure 11 (Concept Plan) of the NSP.</li> </ul> <p><i>Protect the function of regionally significant mobility and transmission corridors</i></p> <ul style="list-style-type: none"> <li>The plan utilizes existing arterial links that connect to Highway 567/ Veteran’s Boulevard to the south and Highway 2 to the east. The plan facilitates the development of future links to these mobility corridors as well as future crossing of the CP Railway along the north plan boundary – this will be accomplished by Township Road 273 which is a future arterial road – see Section 6.1 (Regional Road Network &amp; Access) &amp; Figure 23 (Transportation Network) of the NSP.</li> </ul>
<p>Principle 2: Protect Water Quality and Promote Water Conservation</p>	<p><i>Manage the risks to water quality, quantity, and drinking water sources in accordance with federal and provincial legislation and regulation</i></p> <p><i>Promote water conservation practices</i></p> <ul style="list-style-type: none"> <li>The stormwater management system will incorporate best practices and adhere to municipal and Provincial policies for stormwater management, water quality and flow rates, and wetlands as outlined in Section 7.1 (Stormwater) of the NSP.</li> </ul> <p><i>Recognize the importance of ecological systems within the Region</i></p> <ul style="list-style-type: none"> <li>The plan recognizes the significance of maintaining biodiversity in the area, dedicating the riparian corridor (including Nose Creek and its floodway) as Environmental Reserve as indicated in Section 5.0 (Open Space Network) of the NSP.</li> </ul> <p><i>Prohibit new development in the floodway</i></p> <ul style="list-style-type: none"> <li>Nose Creek and its floodway will be dedicated as Environmental Reserve (ER), prohibiting new development within this area - See Section 5.0 (Open Space Network) and Policy 19 of the NSP. All</li> </ul>

	<p>development within the flood fringe (the portion of the floodplain not within the floodway or setback required by the Airdrie City Plan) will be in accordance with the City of Airdrie Land Use Bylaw.</p>
<p>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</p>	<p><i>Promote the efficient use of land and cost- effective development</i></p> <ul style="list-style-type: none"> <li>As shown in Figure 11 (Concept Plan), the NSP promotes the efficient use of infrastructure and proposes medium density development along arterial (24 Street NW) and collector roads as well as in the neighbourhood node which offers a mix of land use types. The NSP also proposes medium density in proximity to amenities such as school site, commercial development, open space, and transit.</li> </ul> <p><i>Recognize and complement the Region’s diverse community visions and desired scale of development</i></p> <ul style="list-style-type: none"> <li>The NSP proposes medium density along 24 Street NW to support a future rapid transit corridor with connection to the City of Calgary via a potential future regional higher order transit route identified in the CMRB Interim Growth Plan. The NSP also provides connection to the regional pathway in Reunion and along Nose Creek as shown in Figure 24 (Active Transportation Network). Section 6.1 (Regional Road Network &amp; Access) &amp; Figure 23 (Transportation Network) of the NSP outlines how the plan area will be connected to the region via 24 Street NW and Township Road 273.</li> </ul> <p><i>Ensure settlement areas are planned and designed to encourage higher densities, appropriate to the local scale and context</i></p> <ul style="list-style-type: none"> <li>Medium density development in the NSP is located strategically near transportation, future transit corridors, commercial and open space amenities along 24 Street NW and the neighbourhood node as shown in Figure 11 (Concept Plan) of the NSP.</li> </ul> <p><i>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.</i></p> <p><i>Ensure the provision or coordination of community services and facilities</i></p> <ul style="list-style-type: none"> <li>The NSP proposes a range of housing types including single detached, semi detached, and townhome development as shown in Table 2 of the NSP. As shown in Figure 11 (Concept Plan), the NSP includes community services and facilities including a school site, playfields, commercial areas, open space, transit route/stops and a district node/community activity centre as described in Section 5.1 (District Open Space Node/Community Activity Centre). Policies in Section 4.6 (Neighbourhood Node and Live/Work) of the NSP guides the development of a neighbourhood node which has a mix of land uses. The neighbourhood node is also illustrated in Figure 13 (Neighbourhood Node Concept) of the NSP. As outlined in Section 6.5 (Transit), transit stops are identified in the NSP and transit-supportive density and amenities are located along regional and local transportation corridors to support the provision of future transit service.</li> </ul>
<p><b>3.2 Region-Wide Policies</b></p>	

<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<ul style="list-style-type: none"> <li>The plan area is located approximately 1.6km from the municipal boundary with Rocky View County(RVC). There is an existing Intermunicipal Development Plan (IDP) between City of Airdrie and RVC as outlined in Section 1.2 of the NSP, that provides policy direction to both municipalities in areas of common land use development, servicing, infrastructure and transportation. The NSP is within the notification area of the IDP. In keeping with existing IDP policies, RVC was circulated on the application and given opportunity to provide feedback. An e-mail was received from RVC on October 21, 2021, stating that “the County has no concerns with the proposed amendment to the Aster NSP as proposed”. The county at that time requested information on the expected traffic distribution and the percentage of traffic from Sawgrass Park that is expected to be on Rocky View County road network. In response to the request for information, the City of Airdrie provided the Traffic Impact Assessment (TIA) to RVC on October 26, 2021. RVC acknowledged receipt of the TIA on November 2, 2021, with no further questions or comments.</li> </ul>
<p>3.2.3 Water, Wetlands &amp; Stormwater Management</p>	<ul style="list-style-type: none"> <li>The stormwater management concept for the plan area as outlined in Section 7.1 of the NSP, is based on principles of preserving the natural drainage course of Nose Creek. An integrated series of storm ponds will have outfall to Nose Creek while allowing each neighbourhood area to operate independently. The stormwater management system will incorporate best practices and adhere to municipal and Provincial policies for stormwater management, water quality and flow rates, and wetlands.</li> </ul>
<p><b>3.3 Flood Prone Areas</b></p>	
<p>3.3.1 Development in Floodways</p>	<ul style="list-style-type: none"> <li>Nose Creek and the Nose Creek floodway shall be provided as Environmental Reserve, and therefore no development shall be permitted within the provincially identified floodway – See Section 5.0 and Policy 19 of the NSP.</li> </ul>
<p>3.3.2 Flood Protection in Flood Fringe Areas</p>	<ul style="list-style-type: none"> <li>Page 9 of the NSP identifies that all development in the flood fringe shall be in accordance with the City of Airdrie Land Use Bylaw <i>Section 7.6 - Development in a Flood Fringe</i>, which includes the following policies: <ul style="list-style-type: none"> <li>No new buildings shall be allowed in the flood fringe, unless the applicant demonstrates to the satisfaction of the Development Authority that preventative engineering and construction measures can be used to make the site suitable as recommended through a qualified professional, which may take the form of a letter or certificate prepared by a registered professional engineer in good standing with APEGA.</li> <li>Where development is allowed in the flood fringe, all buildings and additions shall be raised or otherwise flood proofed to the 1:100 year high water mark.</li> </ul> </li> </ul>
<p><b>3.4.1 Intensification and Infill Development</b></p>	

3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages	<ul style="list-style-type: none"> <li>As shown in Figure 11 of the NSP, the proposed NSP achieves a mix of commercial, residential and community service uses. This plan intensifies land which is currently rural ( See Figure 6 of NSP) and intensifies it to an urban standard, making efficient and cost-effective use of existing and planned infrastructure.</li> </ul>
3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities	<ul style="list-style-type: none"> <li>As shown in Figure 1 of the NSP, the proposed NSP is located within the City of Airdrie.</li> </ul>
<b>3.4.2 Expansion of Settlement Areas</b>	
3.4.2.1 Contiguous Expansion Pattern	<ul style="list-style-type: none"> <li>As shown in Figure 2 of the NSP, the proposed NSP is contiguous with the existing compact urban communities of Reunion and Williamstown along its south plan boundary.</li> </ul>
3.4.2.2 Expansion of Settlement Area w/ 500+ new dwelling units	<ul style="list-style-type: none"> <li>The NSP is adjacent to existing compact urban communities of Reunion and Williamstown and will provide approximately 1,774 dwelling units with a range of forms as shown in Table 2 of the NSP and price ranges. Employment uses will be accommodated in the local commercial node and mixed-use community activity centre as shown in Figure 12 &amp; 13. The extensive pathway system will provide connectivity within the plan area and with existing communities, and transit supportive density is located along transportation corridors.</li> </ul>
<b>3.4.5 Employment Areas</b>	
3.4.5.1 Efficient use of Infrastructure & Services	<ul style="list-style-type: none"> <li>The NSP includes local commercial along 24 Street which is an arterial and mixed-use development along a collector road within the NSP as shown in Figure 11.</li> </ul>
3.4.5.2 Connection to transit	<ul style="list-style-type: none"> <li>Transit stops, transit-supportive density and amenities are located along transportation corridors as shown in Figure 11 of the NSP, to support the provision of future transit service.</li> </ul>
<b>3.5 Regional Corridors</b>	
3.5.1 Mobility Corridors	<ul style="list-style-type: none"> <li>Highway 2 (a Level 1 Highway and Mobility Corridor) is located approximately 1.6km from the east boundary of the plan area. Veterans Boulevard/ Highway 567 (a level 3 Highway and Mobility Corridor) is located approximately 800m from the south boundary of the plan area. The proposed plan provides multiple points of access and strong connectivity to these mobility corridors as shown in Figure 23 (Transportation Network), 24 (Active Transportation Network) &amp; 27 (Transit Coverage) of the NSP. See CMRB context maps in Figure 3 &amp; 4 of the NSP.</li> </ul>
3.5.2 Transmission Corridors	<ul style="list-style-type: none"> <li>The plan is crossed by an existing transmission corridor: a pipeline which services one well site within the plan area and another well site to the south of the plan area – see Figure 5 of the NSP. This</li> </ul>

	pipeline corridor is not considered to be regionally significant, and the intent is to purchase and decommission the pipeline and well sites prior to development as outlined in Section 7.5 of the NSP.
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