

**IRONWOOD STATION
NEIGHBORHOOD STRUCTURE PLAN**

(An Amendment to the Creekside Outline Plan
Adopted by Bylaw No. B-27/2005)

Submitted by: Creekside Ventures Ltd.

BYLAW NO. B-27/2005
OF THE CITY OF AIRDRIE
IN THE PROVINCE OF ALBERTA

BEING A BYLAW of the City of Airdrie in the Province of Alberta, to adopt the **Ironwood Station Neighbourhood Structure Plan**;

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

WHEREAS Council deems it desirable to adopt the said **Ironwood Station Neighbourhood Structure Plan**;

NOW THEREFORE the Municipal Council of the City of Airdrie in Council duly assembled enacts as follows:

1. That the Ironwood Station Neighbourhood Structure Plan, attached hereto as Schedule 'A', is hereby adopted.
2. That the development of the Ironwood Station Neighbourhood Structure Plan lands shall generally conform to the supporting documentation attached as schedule "B".
3. The Ironwood Station Neighbourhood Structure Plan is hereby adopted subject to the conditions attached hereto as Schedule 'C'.

READ a first time this 6 day of June, 2005

READ a second time this 15 day of August, 2005

READ a third time this 15 day of August, 2005

EXECUTED this 15 day of August, 2005

Marlene Weaver
DEPUTY MAYOR

Kari Kitiuk
ACTING CITY CLERK

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- Ironwood Station Shopping Center Design Guidelines

1.0 INTRODUCTION

The information in the approved Ironwood Station Neighborhood Structure Plan amends the approved Outline Plan submitted by Cohos Evamy on September 5, 2002 (No. 17/02), on behalf of Creekside Ventures Ltd., for approximately 22.33 acres of land located within the City of Airdrie in SW ¼, Sec. 12-27-1-W5M. The site straddles Nose Creek and is bounded on the north by First Avenue, on the west by Eighth Street, on the south by Railway Avenue and on the East by an existing road right of way.

The approved Creekside Centre Outline Plan is illustrated in Figure 2, and creates a commercial expansion of Airdrie's Downtown to accommodate a range of retail and office uses with secondary institutional and residential uses. The development is focused on open space along Nose Creek with its public access and walkway along the alignment of the creek. This plan effectively implements the Downtown Area Redevelopment Plan (DARP) for a significant portion of the Central Business District west of the CPR railway tracks.

Since the Outline Plan was approved, the City of Airdrie has formally replaced outline plans with Neighbourhood Structure Plans. The amendment to the approved Outline Plan constitutes such a requirement.

2.0 SITE CONDITIONS AND CONTEXT

The Creekside Ventures property is a vacant site last used as pasture. The land slopes gently towards Nose Creek, which runs diagonally through the northeast corner of the site. The highest points of land are in the northeast and northwest corners.

An environmental study has been carried out by Troy Environmental and indicates that the site has no outstanding environmental or health orders registered against the property and has no hazardous materials encountered or visible on the site. No Level II audit was required for the site.

A geotechnical evaluation was carried out by EBA Engineering Consultants Ltd. and the soil conditions and water table were found to be suitable for the proposed development of the lands.

Westhoff Engineering Resources Inc. has acquired approval by the Department of Environment for the development of the site since most of the site lies at or below the 1:100 year flood level. This information is contained within a separate report.

Development around the site is a mixture of commercial, residential, mixed use residential, and open space uses. Since the Outline Plan approval, First Avenue has undergone extensive upgrading to provide a pedestrian friendly streetscape. The upgrades have included the changing of outside travel lanes to parking lanes and the reconstruction of the bridge over Nose Creek.

Discussions are ongoing with CPR with respect to new at-grade crossings at Railway Avenue. In the future, this would form another pedestrian and vehicular access to the existing downtown area.

3.0 POLICY FRAMEWORK

The Creekside Ventures development falls within the Central Business District (CBD) identified in the Municipal Development Plan (MDP) as amended by Bylaw No. B-05/2005. The MDP aims to ensure that the (CBD) is the focus for urban life in Airdrie and is contained in a clearly defined area.

Regional commercial policies in the MDP seek to protect the viability of the CBD by requiring that prospective regional commercial sites be evaluated in terms of their impact on the downtown.

Development in the CBD must conform to the policies and design guidelines in the DARP (Bylaw No. 24/99). The key planning and design principle in the DARP is to create a people friendly environment that reflects Airdrie's small town character. The main policy directions in the DARP are to:

- Ensure the downtown evolves into the retail, mixed use and entertainment core of the City,
- Locate parking so as to enhance the pedestrian environment (e.g. towards the rear or side of the development, on-street, or in structures),
- Emphasize the importance of a pedestrian oriented transportation system and links between the existing downtown and the downtown expansion area,
- Provide a consistent design framework for development through Design Guidelines,
- Ensure consistency with the First Avenue North Design Development Plan, including consistency with the DARP amendments introduced in Bylaw No. 10/2002.

The lands within this submission are currently designated as the Central Business (CB) District.

The Ironwood Crossing Neighborhood Structure Plan as presented within this document is compatible with the existing policy framework and demonstrates a sound undertaking of the vision it contains.

4.0 LAND USE

The Neighborhood Structure Plan illustrated on Figure 1 is summarized statistically in Table 1.

TABLE 1: NEIGHBOURHOOD STRUCTURE PLAN LAND USE SUMMARY					
Land Use	Area		FAR	Totals	
	HA	ac		Commercial Sq. Ft.	Residential Units
Gross Area*	8.77	21.70			
Environmental Reserve	1.19	2.95			
Gross Developable Area (GDA)	7.58	18.75			
Municipal Reserve on Plan	0.512	1.27			
Cash in Lieu	0.272	0.605			
Roads	0.789	1.95			
Utility Lots	0.468	1.16			
Net Developable Area (NDA)	5.81	14.34			
Lot 1 Commercial	1.92	4.74	0.30	63,106	
Lot 2 Commercial	0.79	1.95	0.35	29,730	
Lot 3 Commercial	0.351	0.86	0.70	26,223	
Lot 4 Mixed Office, Retail, Residential	2.18	5.38	0.42	41,000	91
Lot 7 Commercial	.572	1.41	0.35	21,497	
Totals	5.81	14.34		181,566	91

* Based upon a detailed survey

** Mixed units are to be a minimum 400 sq. ft

- ❖ The provisions of this Bylaw and the DARP encourage and allow for residential units above retail commercial spaces.

5.0 DEVELOPMENT AND DESIGN GUIDELINES

The NSP illustrated in Figure 1 modifies the original Outline Plan illustrated in Figure 2 in the following manners:

- a. Mackenzie Way has been shifted westward due to the road design on First Avenue and conforms to the access/egress point on First Avenue,
- b. The residential use has been removed and replaced with commercial,
- c. The walkway system has been redesigned to provide pedestrian movement from the lands west of Mackenzie Way to the east side of Mackenzie Way with access to the pedestrian walkway along Nose Creek, and
- d. Provision has been made to locate two story buildings along Mackenzie Way on both sides of the street.

General Characteristics:

- A compact mix of medium density commercial uses in a pedestrian friendly environment,
- A major open space amenity comprising of a walkway along Nose Creek featuring wet ponds and providing pedestrian access along the walkway,

- A narrow spine road (Mackenzie Way) with wide sidewalks flanked by street oriented buildings,
- Development at the perimeter of the site which is compatible with the evolving character of the adjoining streets, and
- Pedestrian linkages between the commercial development on the west side of Mackenzie Way and the development on the east side of Mackenzie Way.

Development Guidelines:

Lot 1- Commercial:

- A Floor Area Ratio (FAR) of 0.30,
- Two story buildings which address Eight Street and Railway Avenue with surface parking behind,
- Preference for two story buildings facing Railway Avenue,
- Maximization of buildings along Mackenzie Way with special attention paid to surrounding architecture and facades.

Lot 2 - Commercial:

- A FAR of 0.35,
- Two storey buildings which address both First Avenue and Mackenzie Way,
- Building guidelines which provide for front facing along First Avenue where possible,
- Parking to be oriented to the rear of the buildings with pedestrian friendly accesses,
- Special attention to be paid to compatible architecture of surrounding buildings

Lot 3 - Commercial:

- A FAR of 0.70 which provides for a taller structure and office use,
- Allows for non-surface parking with a development which can take advantage of the abutting Nose Creek and walkway system, and
- Buildings to be compatible with First Avenue and Mackenzie Way

Lot 4 – Commercial:

- A FAR of 0.42 for commercial spaces is recommended with the possibility of that being increased should this site develop with a higher density of office use,
- In total , 2.18 ha of commercial land suited for both street fronting commercial uses abutting Mackenzie Way and office uses which optimize the exposure of the Nose Creek walkway system,
- Potential for 91 residential units located above or behind commercial development,
- Commercial and office uses that are located along the walkway shall which take full advantage Nose Creek and the abutting pedestrian friendly walkway and path system,
- Strict adherence to architectural controls and compatibility with surrounding environment,

Lot 7 – Commercial:

- A FAR of 0.35 with opportunities to integrate the development with both First Avenue and Nose Creek,
- A variation in building heights with special attention to First Avenue orientation,
- Compatible structures and architecture with surrounding buildings, and
- Envisioned to have greater office type uses.

Open Space:

- Green space and a pond along Nose Creek as a combination of Environmental Reserve and Municipal Reserve,
- Municipal reserve to be landscaped with a walkway system from First Avenue to the south portion of the site, and
- Additional open space associated with water retention in the southerly portion of the site with potential for commercial and mixed use residential and office/retail orientation.

Design Guidelines:

It is intended that future development be in accordance with the following planning and design guidelines:

High Quality Design:

- Consistent with the Design Guidelines in the DARP,
- Height of buildings to follow the Design Guidelines as stated in the approved DARP,
- Streetscape components using the products and materials in the Kit of Parts of the DARP,
- A high quality of landscaping encouraged in both public and private domains,
- Parking lots and outside garbage containers screened from public view with fences, berms and landscaping,
- Connections to the existing downtown (visually for pedestrians and accessible for vehicles),
- Pedestrian links to the Nose Creek Pathway system,
- Direct links to the surrounding roads and the rest of the community,
- Street oriented, pedestrian-scale buildings with distinct entrances,
- Buildings close to the front property line, and
- Opportunities for outdoor cafes and small boutiques.

Rich Mix of Uses:

- A wide range of commercial activities including potential for retail, offices, restaurants, pubs, financial services and medical services,
- Some mixed use residential to increase the resident population in the downtown in accordance with the DARP, and
- Generous open space along Nose Creek.

Pedestrian Friendly with Well Managed Traffic and Parking:

- Narrow pedestrian streets with wide sidewalks,
- A continuous sidewalk and pathway system within the site,
- Pedestrian circulation linked to the rest of the community (see attached plan, Figure 3),
- Internal spine road connecting First Avenue to Railway Avenue,
- Shared vehicular access and internal site circulation,

- Sufficient on-site parking to serve the proposed uses with structured parking where economically feasible,
- Surface parking located behind or beside buildings with on-street parking encouraged, and
- A clear and distinctive vehicular access shall be created from 8th Street to Mackenzie Way. This shall be accomplished through the site development plan of Lots 1 and 2 and shall be developed as part of the overall site development of these lots.

6.0 TRANSPORTATION

Access to the site will be on three sides: from First Avenue on the north, from Eighth Street on the west and from Railway Avenue on the south. One all turns access is available from First Avenue at the northern end of the site which runs southward along Mackenzie Way. A two way access is proposed from Eighth Street (right-in, right-out) into the site which will then be serviced by private roads running east to Mackenzie Way. An all directional access point is proposed on Railway Avenue at Mackenzie Way. A transportation impact study may be deemed necessary to the satisfaction of the City of Airdrie prior to the development of the site.

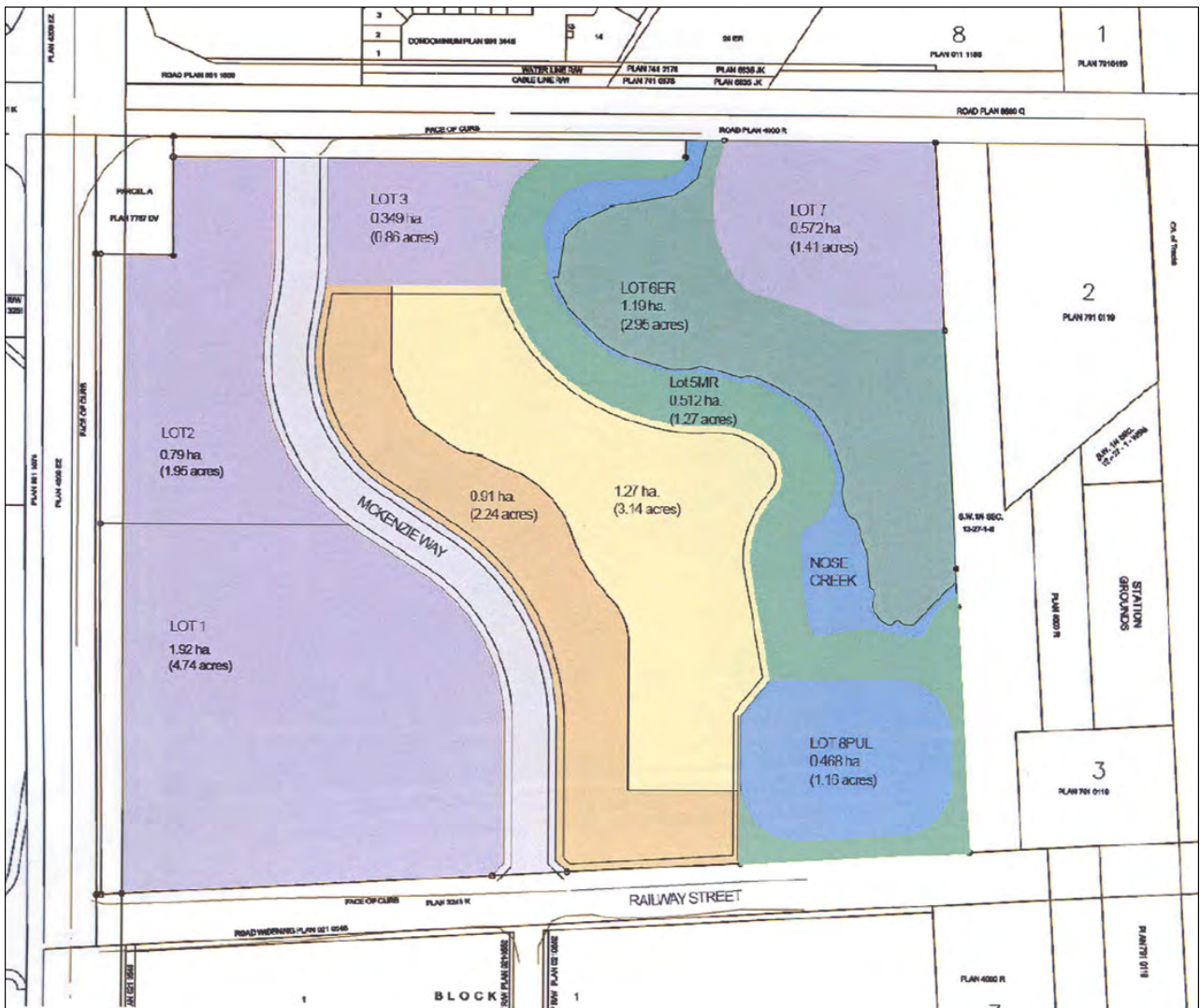
7.0 UTILITY SERVICES

Municipal services are addressed in the appended report from Challenger Engineering which indicates that water supply, sanitary sewerage and storm water management services can all be provided to the proposed development.

Storm water management has been handled under the auspices of Westhoff Engineering who has prepared the storm water management system. This system has been approved by the Department of Environment and they have provided the necessary documentation to the City of Airdrie in which a permit to construct has been issued by their department.

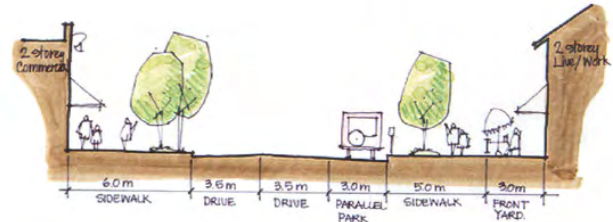
The report is available as information and proposes a berm be constructed along Nose Creek along the west side. The berm will contain the floodway and will leave the Creek undisturbed and allow a wetland feature to be incorporated. The site on the northeast side of the Creek will be elevated with fill above the 1:100 year flood level. West and South of the Creek the land or the habitable floors of the buildings will be elevated to above the 1:100 year flood level.

APPENDIX A



REVISED OUTLINE PLAN

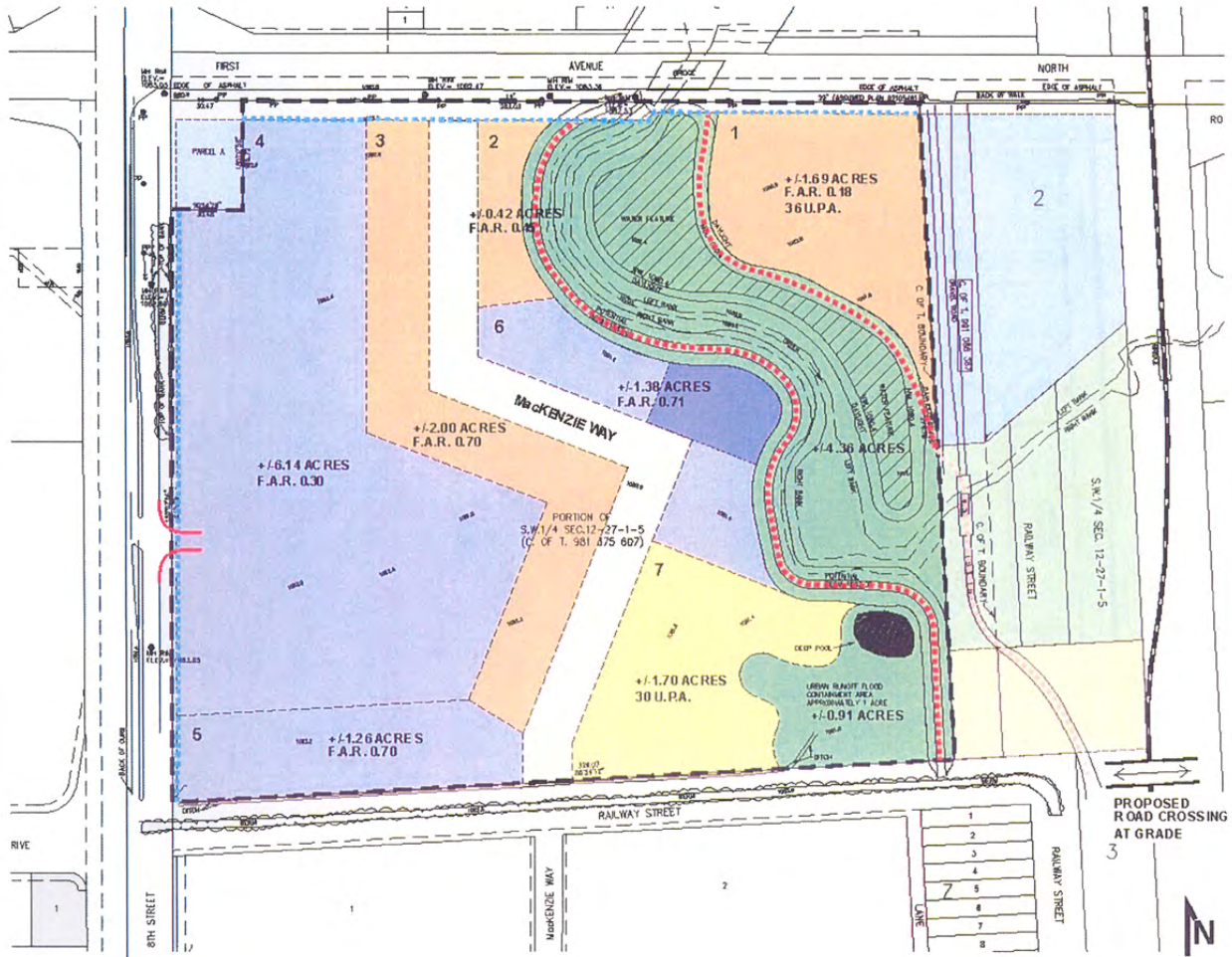
- LEGEND:**
- COMMERCIAL
 - RESIDENTIAL
 - MIXED USE (LIVE WORK / RESIDENTIAL)
 - ER
 - MR
 - RETENTION POND AND CREEK
 - ROAD



TYPICAL SECTION THROUGH MCKENZIE WAY

Creekside Centre - Airdrie

Figure 1
Outline Plan Concept

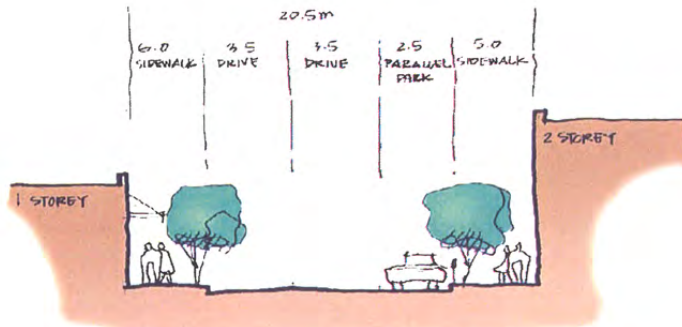


OUTLINE PLAN

GENERAL LAND USE AREAS*

- OFFICE / RETAIL
- SQUARE
- RESIDENTIAL
- OPEN SPACE
- MIXED OFFICE / RETAIL / RESIDENTIAL
- PUBLIC ROAD R.O.W.
- 1 SITE I.D. NUMBERS
- OUTLINE PLAN BOUNDARY
- POTENTIAL PATHWAY
- DRIVEWAY (RIGHT IN, RIGHT OUT, LEFT IN)
- ROAD WIDTHING SETBACK

* SPECIFIC LAND USE AREAS WILL BE DETERMINED AT THE SUBMISSION AND DEVELOPMENT STAGE
 - EXPECTED ADJACENT USES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND DO NOT FORM PART OF THE OUTLINE PLAN PROPOSAL



TYPICAL SECTION THROUGH INTERNAL PUBLIC ROAD R.O.W.



- LEGEND:**
- COMMERCIAL
 - RESIDENTIAL
 - MIXED USE (LIVE WORK / RESIDENTIAL)
 - ER
 - MR
 - RETENTION POND AND CREEK
 - ROAD
 - PEDESTRIAN CIRCULATION

CREEKSIDE CENTRE AIRDRE

FIGURE #3
PEDESTRIAN
CIRCULATION
PLAN



Lot 1 - Commercial

Site Area: 1.92 ha (4.74 ac)
 Proposed Density: 0.30 FAR
 Total Commercial: 63,106 sq. ft.

Lot 3 - Commercial

Site Area: 0.35 ha (0.86 ac)
 Proposed Density: 0.70 FAR
 Total Commercial: 26,233 sq. ft.

Lot 4 - Mixed Office /
 Retail / Residential

Site Area: 0.91 ha (2.24 ac)
 Proposed Density: 16.9 units/ acre
 Total # of Residential Units: - 91

Lot 7 - Commercial

Site Area: 0.57 ha (1.41 ac)
 Proposed Density: 0.35 FAR
 Total Commercial: 21,497 sq. ft.

Lot 2 - Commercial

Site Area: 0.79 ha (1.95 ac)
 Proposed Density: 0.35 FAR
 Total Commercial: 29,730 sq. ft.

Creekside Centre - Airdrie

Ironwood Station
 Concept Plan