

**BYLAW NO. B-47/2023  
CITY OF AIRDRIE  
PROVINCE OF ALBERTA**

Being a bylaw to amend the City of Airdrie West Hills Community  
Area Structure Plan Bylaw No. B-22/2019

WHEREAS the *Municipal Government Act*, RSA, 2000, c. M-26, provides that a municipality may pass a bylaw to adopt an Area Structure Plan;

AND WHEREAS Council has adopted the West Hills Community Area Structure Plan Bylaw No. B-22/2019;

AND WHEREAS Council wishes to amend said West Hills Community Area Structure Plan Bylaw No. B-22/2019;

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

1.0 That Bylaw No. B-22/2019, being the West Hills Community Area Structure Plan be amended as outlined and illustrated in the attached Schedule "A".

Read a first time this 4th day of March, 2024.

Read a second time this 4th day of March, 2024.

Read a third time this 18th day of June, 2024.

This bylaw was executed as of the latest date  
evidenced by digital signature below.

09/06/2024



\_\_\_\_\_  
Mayor

09/06/2024



\_\_\_\_\_  
City Clerk

**BYLAW NO. B-47/2023**  
**SCHEDULE “A”**  
**(amended West Hills Community Area Structure Plan document)**



# WEST HILLS

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# COMMUNITY

## AREA STRUCTURE PLAN

June 2024

Approvals/Amendments:

Original Bylaw No. B-22/2019, adopted December 16, 2019  
Amended Bylaw No. B-22/2021, adopted August 16, 2021  
Amended Bylaw No. B-16/2022, adopted August 15, 2022  
Amended Bylaw No. B-47/2023, adopted June 18, 2024

Presented by:

**URBAN**  
SYSTEMS

**CITY of**  
**AIRDRIE**  
COMMUNITY & OPPORTUNITY





*The photos included in this report show the current state of the development site or are intended to be used as inspiration for how the West Hills Community could be developed.*

4072.0005.01/4072.0007.08/ 2600.0019.05/4072.0007.09



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## 1.0 Planning Area

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This document represents a comprehensive overview of lands identified as the “West Hills Community Area Structure Plan” (the CASP) in the City of Airdrie. It is a policy document adopted by Airdrie City Council to guide future residential, open space and local commercial developments.

The CASP applies to the lands described in Section 1.1 below.

The Plan area is approximately 468 hectares (+/- 1157 acres) and is located on the west side of Airdrie adjacent to the communities of Bayside, Bayview, Sagewood, and Buffalo Rub. Future residential lands are to the south as per the “Future Growth Areas” in the Municipal Development Plan (MDP). To the west are the Airdrie City limits and Rocky View County. To the north is existing country residential lands (Buffalo Rub) and acreages along Range Road 13. Directly adjacent to the subject lands is 24<sup>th</sup> Street and Yankee Valley Boulevard, as shown in **Figure 1: Location Plan**.

There is no anticipated impact from noise related to aircraft arriving to and departing from the Calgary International Airport because the subject lands are outside of the flight paths, and are unaffected by the Calgary International Airport Vicinity Special Regulation Boundaries (including Noise Exposure Forecast (NEF) contours restricting uses).

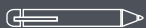


## 1.1 Land Ownership

The CASP consists of ten titled parcels represented by six developers and landowners. See **Figure 2: Land Ownership Plan**. The breakdown of land ownership is shown in the **Table 1: Land Ownership** below. Municipal reserves, equivalent to 10% of the net developable area of each parcel, are owing.

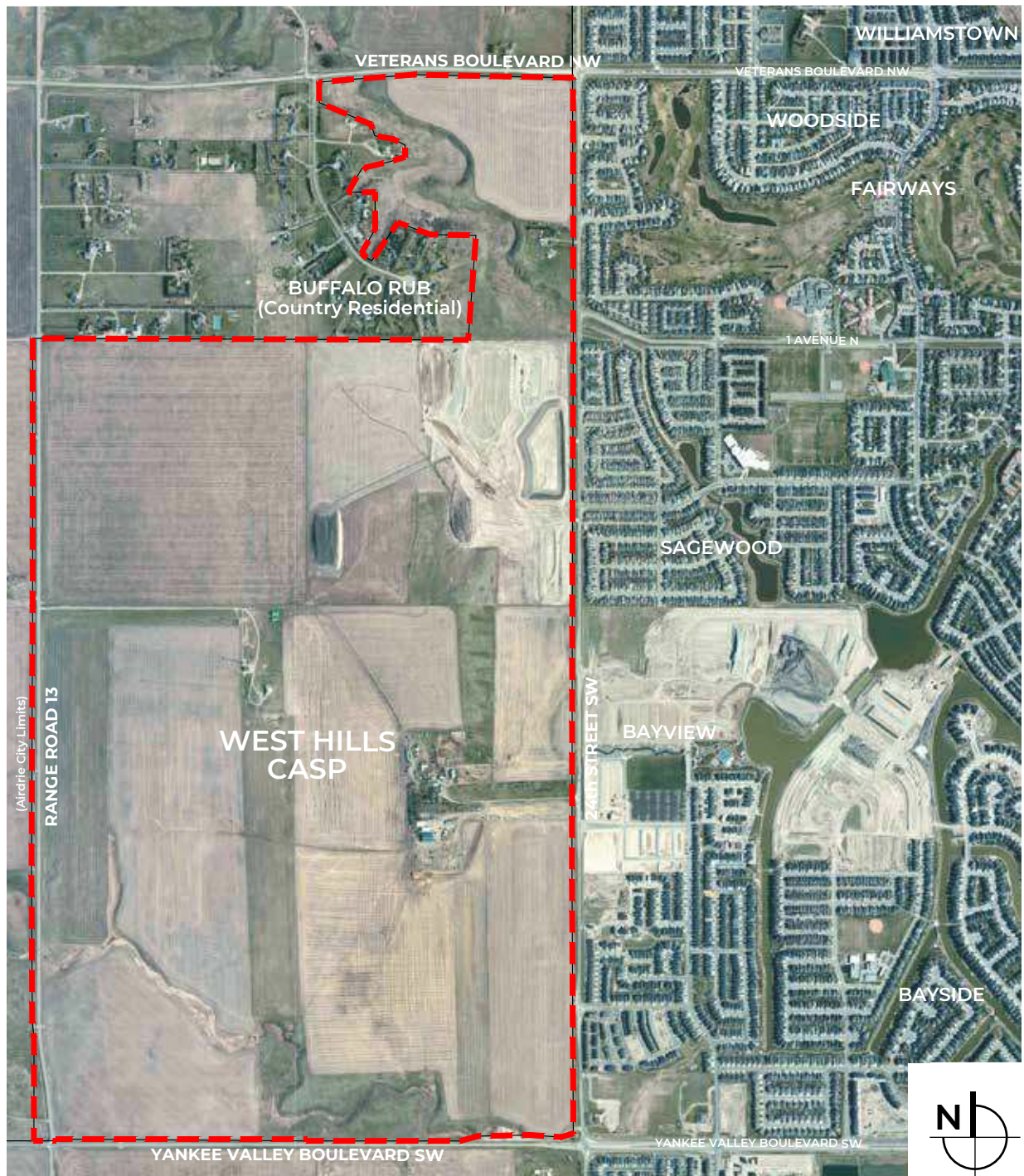
**Table 1: Land Ownership**

Name	Legal Description	Area (+/-)
1210140 Alberta Ltd. ("Westmark")	SE 1/4 Sec 3-27-1-W5M	65.6 hectares (162.01 acres)
Hawks Landing GP Ltd. ("Lamont")	NE 1/4 Sec 3-27-1-W5M, excepting thereout Plan 1111257	48.49 hectares (119.94 acres)
Kenneth George Reid and Theresa Lynne Reid	Block 1, Lot 1, Plan 1111257	16.21 hectares (40.06 acres)
Kenneth George Reid and Theresa Lynne Reid	NW 1/4 Sec 3-27-1-W5M	64.28 hectares (158.85 acres)
Minto Communities Inc. ("Minto")	Lot 1, Block 1, Plan 0313273	18.71 hectares (46.23 acres)
Minto Communities Inc. ("Minto")	The northerly 1220 feet of the easterly 1420 feet of the SE 1/4 Sec 10-27-1-W5M	16.19 hectares (40.00 acres)
Minto Communities Inc. ("Minto")	SE 1/4 Sec 10-27-1-W5M, excepting thereout the northerly 1220 feet of the said quarter; and Plan 0313273	29.8 hectares (73.77 acres)
Minto Communities Inc. ("Minto")	SW 1/4 Sec 10-27-1-W5M	64.28 hectares (158.84 acres)
Wagon Wheel Farms Inc ("Wagon Wheel")	SW 1/4 Sec 3-27-1-W5M	64.70 hectares (159.89 acres)
Denizen Developments Inc ("Denizen")	Portion of NE 1/4 Sec 10-27-1-W5M	40.08 hectares (99.00 acres)

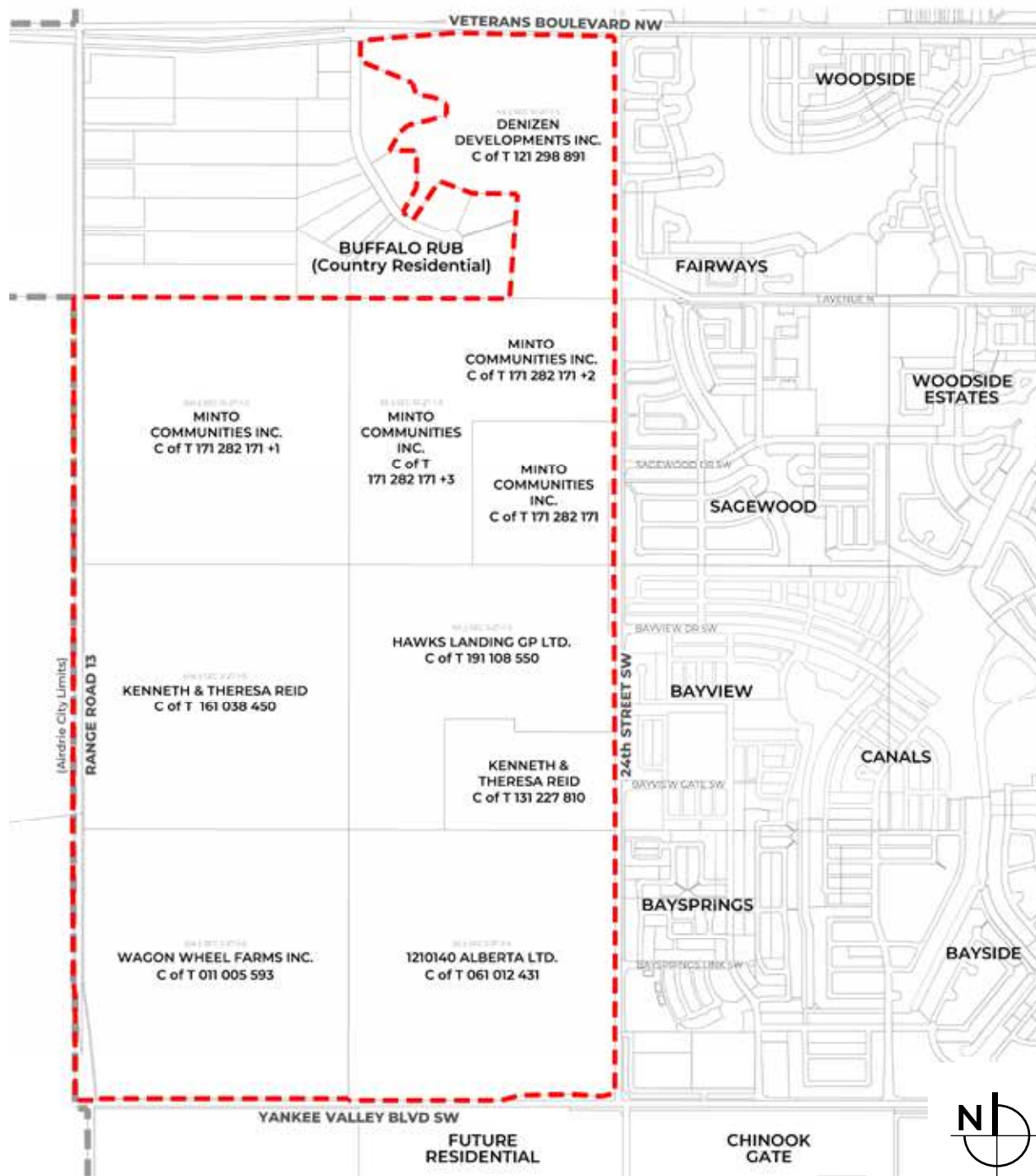


**POLICY 1.1.1:**

*All municipal reserve and encumbrances noted on title will be confirmed prior to NSP and land use redesignation approval.*



**Figure 1: Location Plan**



**Figure 2: Land Ownership Plan**





# 2.0 Planning Context

In March 2012, the Province of Alberta approved the City of Airdrie’s annexation application for approximately 5,115 hectares (12,640 acres) of land to the north, east and west of the then current City limits. Due to their location within the annexation boundary, the CASP lands are now subject to City of Airdrie policies to guide future development. Several approved policy documents influence the CASP document and are summarized as follows. The CASP complies with the current policy and plans summarized below.

## 2.1 The Municipal Development Plan


The MDP for the City of Airdrie is referred to as the “Airdrie City Plan” and was adopted by City Council in 2014 under Bylaw B-17-2014. The subject lands are identified as being within the Anticipated Growth Boundary for residential uses (*Map 2 – Future Growth Areas*). The document states that there shall be the provision for 10-20 years of planned land supply (Policy 2.10) under approved Community Area Structure Plan (CASP) documents to serve each major land use category. In addition, the MDP acknowledges that future development shall be contiguous to existing development and only proceed when the necessary transportation and infrastructure improvements are planned or in place (Policy 2.4 and Policy 2.11).


The MDP identifies that overall residential density at a CASP level shall average to eight (8) units per gross residential acre (Policy 6.8). The City may limit or modify the density within a proposed Neighbourhood Structure Plan (NSP) to ensure that good planning principles, locational requirements, and livability objectives are adequately demonstrated (Policy 6.10).

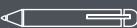
## 2.2 City of Airdrie/M.D. of Rocky View Intermunicipal Development Plan


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

The CASP area is within the IDP’s notification zone (*Map 1 – Intermunicipal Development Plan Area*), meaning that the policy document is subject to review and comment by Rocky View County.

**POLICY 2.1.1:**   
*The residential densities of the CASP shall conform to the overall density provisions in the Airdrie City Plan document.*

**POLICY 2.1.2:**   
*All future NSPs shall accommodate a variety of housing types, forms and densities in accordance with the Airdrie City Plan document.*

**POLICY 2.2.1:**   
*Rocky View County will be circulated and invited to comment on this CASP and future NSPs within the Plan area.*

**POLICY 2.2.2:**   
*Open space elements within the CASP shall be coordinated with land uses adjacent to the Plan area.*



## 2.3 Utility Master Plan

The City of Airdrie Utility Master Plan (UMP) was endorsed by Council in February 2016 and identifies existing and future infrastructure requirements for water and wastewater servicing. This document outlines future infrastructure needs to service the pre and post annexation lands, and will influence the planning of the subject lands, based on the servicing concepts provided.

## 2.4 Ecological Inventory Expansion & Environmental Best Practices Report

The City of Airdrie's Ecological Inventory Expansion and Environmental Best Practices Report (November 6, 2013) provides recommendations on the environmental impact of growth in Airdrie. The report identified and ranked the location and relative significance of ecological sites (named Ecological Hotspots) within the City. The CASP area was identified as containing steep slopes within the center of the site, as well as a riparian corridor at the south edge (*Section 4.3.4.4 – Southwest Site: Site M*).

The riparian corridor has been identified as a hotspot due to the presence of steep slopes, wetland plants, and two patches of native grassland. The site is identified to have been impacted by cattle grazing with slumping on the steep slopes and a degraded wetland.



### **POLICY 2.4.1:**

*Consistent with the recommendations of the Ecological Inventory Expansion and Environmental Best Practices Report, the ecological function of "Site M" will be sustained with a combination of environmental reserve and complimentary land uses.*



### **POLICY 2.4.2:**

*The future NSP shall provide further details on how the linear ecological feature identified as "Site M" is to function including details on complimentary land uses, ecological function, and regional drainage.*

## 2.5 AirdrieOne Sustainability Plan

The AirdrieOne Plan (2012) is a non-statutory document that describes the community's vision for a sustainable future and proposes goals, objectives, targets and strategies to achieve that vision. Specifically designed by and for Airdrie citizens and community leaders, the Plan is structured around the five pillars of sustainability: society, culture, economy, environment, and government.

This vision document identifies goals, objectives, actions and measures towards a more sustainable City. Relating to a CASP document, the AirdrieOne Sustainability Plan recommends that the City create whole communities that meet a broad range of resident's needs through the following:

- **Built Environment** (*pages 11 – 12*) – that “is vibrant, diverse, inviting and contributes to people's health, safety and well being”. It encourages communities to address sustainability through reducing resource usage (i.e. energy, land sprawl and water) while providing amenities for a high quality of life.
- **Socially Sustainable Communities** (*pages 13 – 14*) – that “meet the health, well-being and social needs of the community”. The document identifies that a healthy community is integral to sustainability through its contributions to overall quality of life, strengthening of the social fabric and potential reduction of health-care costs.
- **Sustainable Natural Environment** (*pages 17 – 18*) – that “contributes to environmental sustainability by improving environmental protection throughout the City”. This is achieved through preservation of natural systems such as watersheds and natural land forms.

The policies and land uses described within the CASP are designed to implement the vision of this plan.

## 2.6 Transportation Master Plan (TMP)

The City of Airdrie Transportation Master Plan (TMP) (2020) guides the future direction for the transportation facilities, services and the policies that shape Airdrie's transportation system. The TMP considers growth in population and employment in Airdrie, and the improvements that can be made to ensure viable travel modes are appropriately planned for.

The vision of the TMP is “to develop an integrated, cost-effective, reliable multi-modal transportation system that connects people and places while managing present and future travel demands”. Applicable objectives of the TMP to the Plan area include the provision of a comprehensive transportation network that accommodates all transportation modes.

The TMP includes recommendations for 24<sup>th</sup> Street adjacent to the Plan, including provision of a High Order Transit (HOT) corridor. The roadway is designated as part of the proposed HOT corridor and is intended to be fast, frequent, permanent and support high capacity. While the specific transit facility for the route is not detailed in the TMP, a 49.7-meter right-of-way is planned to accommodate up to six lanes and transitways. Interim and ultimate cross sections for 24<sup>th</sup> Street are provided. Based on projected population and employment growth, an enhanced transit service along 24<sup>th</sup> Street is expected by 2039.

## 2.7 City of Airdrie Transit Master Plan

Completed in June 2016, the Transit Master Plan for the City of Airdrie provides a short and long-term framework for the future of transit services operated by the City of Airdrie Transit. The Plan states that the City will identify key corridors as potential long-term transit corridors with HOT along major routes as



a viable cost-effective solution for providing long-term connectivity between the City of Airdrie and the Calgary Light Rail Transit (LRT) system (*Guiding Principle #2 – Transit will Plan, Design and Implement Sustainable and Accessible Transit Infrastructure and Services for the Community*).

Identified Service Design Standards (*Section 5.2.1; Proximity/Walking Distances to Transit*) target 90% of residences to be within 400 metres walking distance of transit service, and 90% of medium and high density developments to be within 250 metres walking distance to transit service.

The City of Airdrie Transit Master Plan does not currently include specific service for lands in the CASP area, however, NSP's will identify future transit service and walking distances, in accordance with the current Plan at the time of approval.

## 2.8 Great Places Parks Master Plan

The City of Airdrie Great Places Parks Master Plan was endorsed by City Council in March 2016. It identifies eight environmental, social and economic principles (Section 3.1 – Open Space Principles) which are to be used as guidelines in the provision of high quality open spaces in the City.

- Raise the profile of parks, open space and trail systems within the City of Airdrie's Administration to ensure long term planning for sustainable environments in Airdrie.
- Reflect the environmental context of Airdrie through the respect of natural features and views. Use plants and other materials that are appropriate to the climate and context, protect and enhance biodiversity; and provide a diversity of places for recreation, physical activity, and enjoyment of the outdoors for a diverse population by ensuring that there is a complete range of open space types appropriate for Airdrie.
- Ensure the safety of recreational users in the City of Airdrie is and will continue to be a priority in developing parks, trails and open spaces.
- Ensure a walkable and accessible City, neighbourhoods, and streets to the community's assets.
- Recognize Airdrie's existing special places, create new ones, and provide good linkages through paths, good streets and linear parks.
- Aim to locate parks and open spaces within 5-10-minute walking distances from all residential areas.
- Reflect and respect Airdrie's history and culture.
- Improve pedestrian access to open spaces in residential areas.

A future civic open space node has been identified within the CASP area. See **Section 4.3 Public Open Spaces** for a description of the open space concepts for the Plan area.

## 2.9 Nose Creek Watershed Management Plan

The Nose Creek Watershed Management Plan was adopted in 2018 with the goal of protecting riparian areas, managing streamflows in the Nose Creek watershed, mitigating impacts of flood and drought, and improving water quality for water users and aquatic life. It sets maximum allowable release rates for both Nose Creek and West Nose Creek which, in the case of this development will be identified in the future Master Plan(s), submitted in support of a Neighbourhood Structure Plan (NSP) application.



## 3.0 Original Conditions

### 3.1 Land Use

The Plan area is primarily cultivated and modified pasture, used for grazing and crop production. In the north and south of the Plan area, there is currently a drainage course with a permanent marsh and a short steep slope condition. There are currently two residences within the Plan area.

The existing land use for the southerly two quarter sections is Ranch and Farm District (RF) from the Rocky View County Land Use Bylaw and Urban Holdings (UH) under the City of Airdrie Land Use Bylaw. The farmstead and yard on the central quarter section is designated as Ranch and Farm Three District (RF-3). See **Figure 3: Existing Site Features**.

On August 16, 2021 lands described as the SE 1/4 Sec 10-27-1-W5M, Plan 031 3273, Block 1, Lot 1 and the northerly 1220 feet of the easterly 1420 feet of the SE 1/4 Sec 10-27-1-W5M were redesignated to Urban Holdings District (UH), Single Detached Residential District (R1), Urban Standard Residential District (R1-U), Low Rise Multifamily Residential District (R3), Community Mixed Use District (M2), Community Commercial District (C2), Public Open Space District (P-1), and Environmental Protection District (EP).

On August 15, 2022 lands described as part of NE 1/4 Sec 3-27-1-W5M and Plan 1111 257, Block 1, Lot 1 were redesignated to Urban Holdings District (UH), Urban Standard Residential District (R1-U), Low Density Residential District (R2), Multifamily Residential District (R3), and Public Open Space District (P-1).

On September 19, 2022 lands described as SE 1/4 Sec 10-27-1-W5M, Plan 031 3273, Block 1, Lot 1 and the northerly 1220 feet of the easterly 1420 feet of the SE 1/4 Sec 10-27-1-W5M were redesignated to Urban Standard Residential District (R1-U) and Public Open Space District (P-1).

#### **POLICY 3.1.1:**



*Interface details, with the adjacent lands in Rocky View County and the acreages north of the SW 10-27-1-W5M, shall be outlined at the NSP stage.*

#### **POLICY 3.1.2:**



*City of Airdrie/M.D. of Rocky View IDP (2001) transition and entranceway policies should be included in the interface policies of future NSPs, where applicable.*



## 3.2 Biophysical Features

The topography of the Plan area consists of rolling hills that rise steadily up from 24<sup>th</sup> Street on the east, westwards to a total elevation change of up to 60 metres. See **Figure 4: Slope Analysis Plan**.

An Environmental Impact Assessment (EIA) or Biophysical Inventory Summary (BIS) was prepared for each quarter section of land in the CASP area. The reports for the SE 1/4 Sec 10-27-1-W5M and NE 1/4 Sec 3-27-1-W5M identified the study areas as primarily agricultural lands with active farmsteads. A stand of balsam poplar is in the central quarter section in proximity to the existing farmstead. An identified stand of mature trees will be reviewed for possible retention with a future NSP application.



### **POLICY 3.2.1:**

*Slopes greater than 15% should be preserved as Environmental Reserve where possible. Pockets deemed suitable for development should be evaluated at NSP stage.*

Westhoff Engineering Resources completed a BIS of SE 1/4 Sec 3-27-1-W5M. The study identified the site as having rolling hills with a relatively steep escarpment and a wetland associated with a drainage course in the southern portion of the site. This quarter section is primarily croplands; however, there are two patches of grassland communities along the escarpment which have been impacted and degraded due to cattle grazing. (Westhoff Engineering Resources, 2017).



### **POLICY 3.2.2:**

*Exceptions and boundary adjustments on slopes greater than 15% may be considered following the submission of a geotechnical study which includes a slope analysis and assessment of erosion risk and bank stability conditions.*

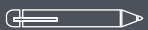
The drainage course has been analyzed by Alberta Environment and Parks (AEP) and was found to be an area that favours the accumulation of snowmelt and rainfall runoff without a distinct bed and shore and therefore does not meet the criteria of permanence for Crown ownership of bed and shore under Section 3 of the Public Lands Act. The vegetation in the drainage course was classified as a permanent marsh using the Alberta Wetland Classification System (AWCS). Portions of the wetland along the southeast boundary of the site were re-aligned between 1950 and 1962 due to paving and widening of Yankee Valley Boulevard. AEP has given the wetland an Alberta Wetland Rapid Evaluation Tool (ABWRET) value rating of “C” and confirmed that it is not Crown-claimable. However, Airdrie maintains the ability to dedicate it as Environmental Reserve.



### **POLICY 3.2.3:**

*All existing water wells and septic fields shall be decommissioned and environmentally remediated prior to development.*

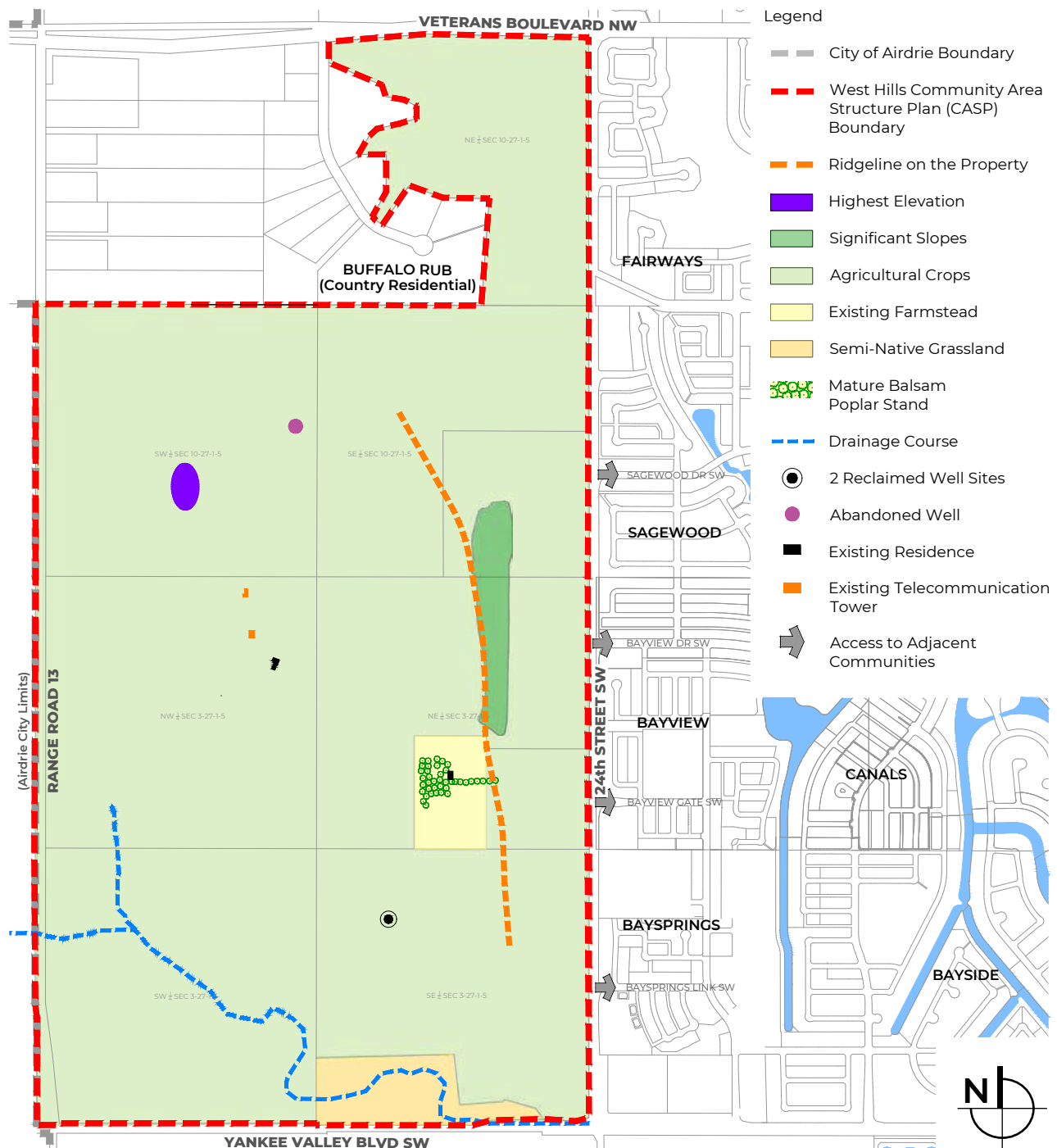
Tetrattech completed a Biophysical Inventory (BI) report for the SW 1/4 Sec 10-27-1-W5M and NW/SW 1/4 Sec 3-27-1-W5M in January 2019. The BI concluded the presence of one Environmentally Significant Area (ESA). This area has been identified as Special Study Area #2 (SSA #2) on Figure 6. The ecological importance of this area is described in the BI as natural/ semi-natural grassland, riparian corridor, meso and small mammal stepping stones and slopes. Due to the long term development timing projections the technical study of this area is deferred.



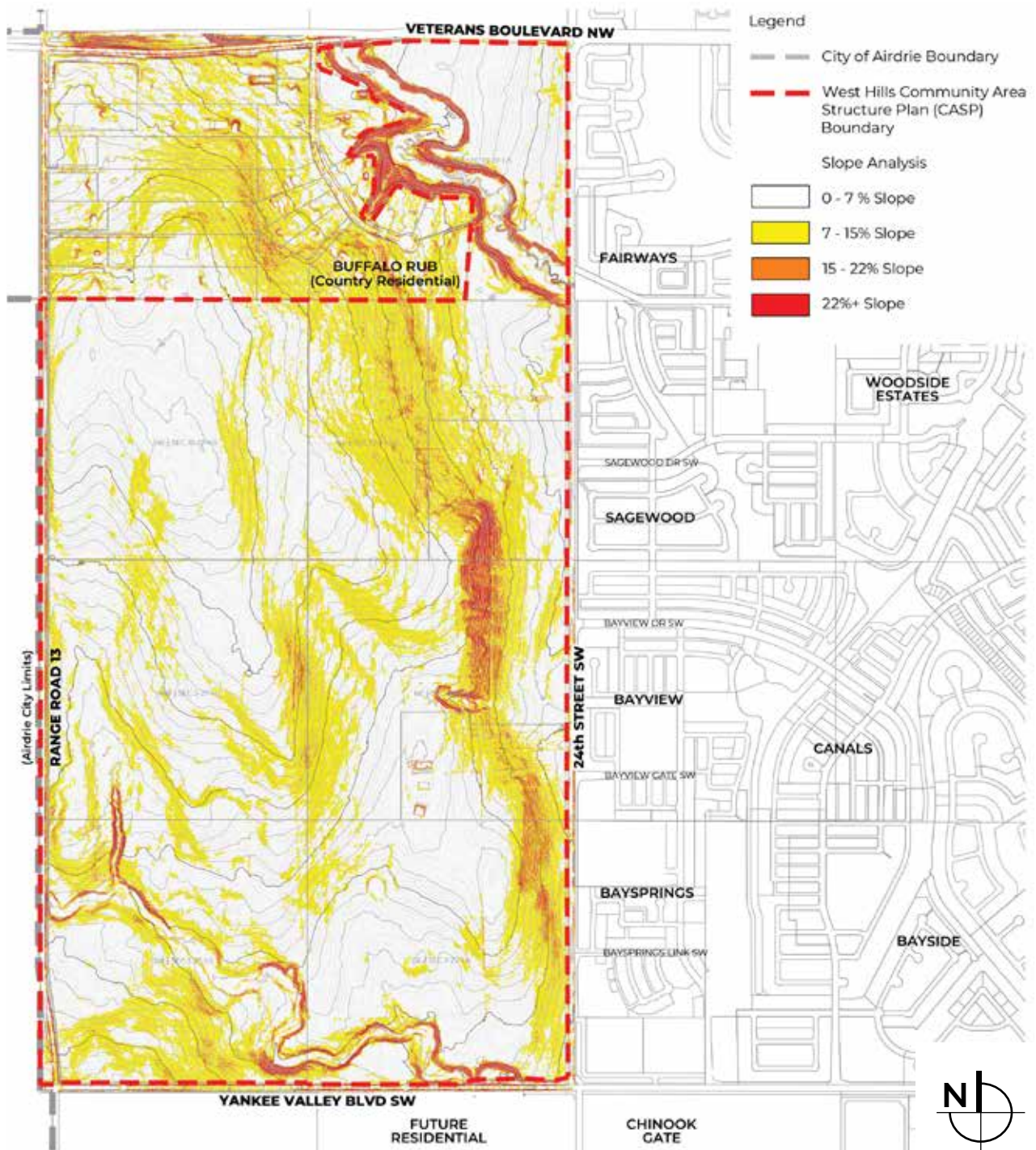
### **POLICY 3.2.4:**

*Development will be sensitive to the topography and physical characteristics of the site. While the requirement for retaining walls (and their visual impact) will be minimized as much as possible, grade requirements associated with roads, parks, schools sites and residential design may make them unavoidable.*





**Figure 3: Site Features**



**Figure 4: Slope Analysis**



### 3.3 Agricultural Capacity

The Canada Land Inventory Soil Capability for Agriculture was consulted to provide an assessment of the agricultural capacity of the soils within the CASP area. Based on soil survey information, map 'Calgary 820' identifies the CASP area as "3T" meaning there are moderately severe limitations that restrict the range of crops or require special conservation practices due to adverse topography.

### 3.4 Geotechnical

Geotechnical investigations were done in 2016/2017 and the subject lands were found to be suitable for development. As each was commissioned independently, they are summarized separately below.

For the SW 1/4 and SE 1/4 Sec 10-27-1-W5M, the Geotechnical Investigation was conducted by Tetra Tech EBA in August 2016. The drilling program consisted of 50 bore holes. Topsoil was encountered in all boreholes ranging from 0.1 metres to 1.3 metres in thickness. Clay till was found below the topsoil in all boreholes except one. Bedrock was encountered in all boreholes at a depth of 0.5 metres to 8.2 metres.

For the NE 1/4 Sec 3-27-1-W5M, the Geotechnical Investigation was conducted by McIntosh Lalani in October 2017. The investigation consisted of advancing 25 boreholes. The soils were found to consist of thin layers of topsoil overlying layers of silt and silty clay. Topsoil depths across the site range from 0.13 metres to 0.30 metres in thickness. Bedrock was encountered in all 25 boreholes at a depth of 0.5 metres to 5.2 metres. Fill soils were encountered in two boreholes, and it is required to be removed in conjunction with rough grading. A supplemental Geotechnical Investigation may be undertaken to further assess the fill soils.

For the SE 1/4 Sec 3-27-1-W5M, a Geotechnical Investigation was conducted by McIntosh Lalani in December 2017. The drilling program consisted of 39 bore holes. The soils were found to consist of thin layers of topsoil overlying layers of silt and silty clay. Topsoil depths across the site range from 0.15 metres to 0.36 metres in thickness. Bedrock was encountered in 38 of the 39 boreholes at a depth of 1.5 metres to 8.2 metres. Uncontrolled fill soils were encountered in one borehole and will be required to be removed in conjunction with rough grading.

A geotechnical report for a portion of NE 1/4 Sec 10-27-1-W5M was not undertaken. These lands are deemed a Special Study Area. The appropriate geotechnical evaluations and reports will be submitted to the City of Airdrie with future amendments to the CASP. A geotechnical report for NW 1/4 Sec 3-27-1-W5M and SW 1/4 Sec 3-27-1-W5M was conducted by Metro Testing + Engineering in August 2019. The drilling program consisted of 47 bore holes.





### 3.5 Historical

Based on review of historical reports, Historical Resources Act clearance has been provided by Alberta Culture for all lands within the CASP area excluding the portion of NE 1/4 Sec 10-27-1-W5M within the CASP.

### 3.6 Phase One Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) has been prepared for each of the three quarter sections within the CASP area. The results of each ESA are summarized below by quarter section. Refer to the reports referenced below for further details. If necessary, a Phase II ESA shall be completed prior to NSP approval.

For the SE 1/4 Sec 10-27-1-W5M, a Phase I ESA was prepared by Tetra Tech EBA in November 2017. The report recommended that a Phase II ESA be conducted to assess the potential sources of environmental concern identified within a former farmstead area which include above ground storage tanks, former mechanic business activities, farm buildings, a former septic field, and fill areas. The Phase II ESA concluded that no further investigation is recommended and that asbestos abatement should take place during demolition of the farm houses. The Phase 1 ESA contains the result of a search of AEP Water Well Database. Eight private water wells were identified within the site or within an approximate 500m radius surrounding the site. A hydrogeological assessment will be submitted at NSP to provide a comprehensive evaluation of the potential impacts associated with development on natural ecological features and functions that are supported by underground resources.

For the NE 1/4 Sec 3-27-1-W5M, a Phase I ESA was prepared by Tetra Tech EBA in November 2017. The report recommended that a Phase II ESA be conducted to assess the potential sources of environmental concern identified within the central farmstead area which include above ground storage tanks, chemical use and storage, and potential fill areas. Further, a Hazardous Building Materials Assessment for the buildings on site was recommended prior to removal.

For the SE 1/4 Sec 3-27-1-W5M, a Phase I and Limited Phase II ESA was prepared by Base Property Consultants Ltd in 2005. The report concluded that no significant environmental impairment existed on the subject site, and that no further investigation was required. Two natural gas wells on the site have been reclaimed, with reclamation certificates issued by the Province of Alberta.

Tetra Tech Canada Inc. completed a Phase 1 Environmental Site Assessment for SW 1/4 Sec 10-27-1-W5M, NW 1/4 Sec 03-27-1-W5M and SW 1/4 Sec 03-27-1-W5M in October 2018. Based on the results of the present study, no further environmental investigation (i.e., Phase II ESA) is recommended.

Environmental Site Assessments for part of NE Sec 10-27-1-W5M was not undertaken for this CASP. These lands are deemed as Special Area #1 (SSA #1) and the appropriate ESA evaluations and reports will be submitted to the City of Airdrie with future amendments to the CASP.

### 3.7 Development Opportunities and Constraints

A summary of the development opportunities and constraints is as follows:

#### Opportunities:

- ✓ The location of the Plan area along Yankee Valley Boulevard provides the opportunity for this new community to become a welcoming entry to Airdrie for traffic entering the west side of the city.
- ✓ An east-facing ridgeline across the West Hills lands creates interest and provides exceptional views towards Airdrie and to the Rocky Mountains.
- ✓ Innovation through housing design will take advantage of varied topography.
- ✓ Significant slopes throughout the CASP area may provide an opportunity for public access to panoramic views of the City and the Rocky Mountains.
- ✓ Two (2) historical decommissioned gas wells have been reclaimed within the project area.
- ✓ An islanded portion of the site at the south end has the potential to become a community focal point with some commercial land uses and medium density residential development.
- ✓ Continuity of community and neighbourhood development.
- ✓ Amenity-based planning along the intermittent watercourse.
- ✓ Ability to plan along future Centre Street corridor.

#### Constraints:

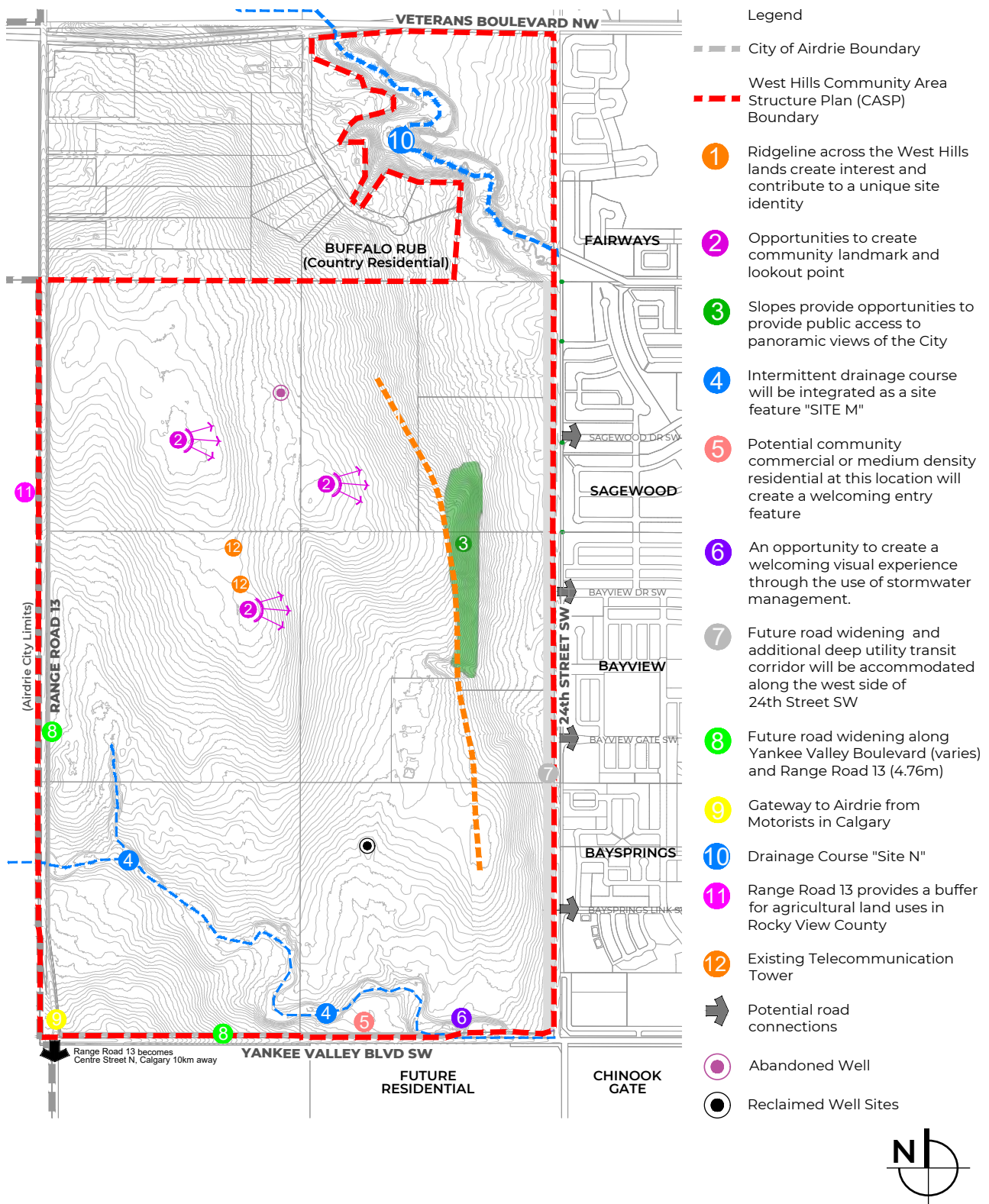
- Interface between the residential community and the 24<sup>th</sup> Street corridor. The 24<sup>th</sup> Street corridor is expected to contain a skeletal arterial road, additional width for deep utilities, and potential transit infrastructure.
- Yankee Valley Boulevard may be upgraded to an expressway in future. The nature of the road widening will influence the interface between a skeletal arterial road, future residential development, and the drainage course.
- Slopes and significant elevation changes will require steeper road grades than in existing Airdrie communities, the introduction of a new water pressure zone, and slope adaptive servicing.

See Figure 5: Opportunities & Constraints.

#### **POLICY 3.7.1:**



*A minimum of 5 meter setback from the well head of reclaimed natural gas wells shall be provided to any residential development.*







### 3.8 Natural Resources Extraction and Reclamation

Figure 5 identifies the approximate location of wells within the WH CASP boundary. All future NSP's shall comply with the regulations set by the Alberta Energy Regulator and the City of Airdrie. Engagement with oil and gas facility owners and mineral rights owners will be required at the NSP stage.

#### **POLICY 3.8.1:**

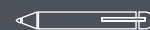


*At the NSP stage all owners of active, abandoned and/or reclaimed oil and gas facilities (such as well, pipelines, etc.) within the Plan area shall be contacted to confirm the required setback approved by the Alberta Energy Regulator.*

*a. The City of Airdrie requires the following information:*

- The date(s) and method of communication used to contact each owner of the oil and gas facilities within the Plan area.*
- Responses received from each owner regarding the proposed NSP; such as reclamation certificates, if available.*
- Details on how the responses from the oil and gas facility owners were integrated, if necessary, into the NSP's land use and servicing concepts.*

#### **POLICY 3.8.2:**



*At the NSP stage all mineral rights owners within the Plan area shall be contacted.*

*a. The City of Airdrie requires the following information:*

- The date(s) and method of communication used to contact each mineral rights owner(s) within the Plan area.*
- Responses received from mineral rights owners regarding the proposed NSP.*
- Details on how the responses from the mineral rights owners were integrated, if necessary, into the NSP's land use and servicing concepts.*

#### **POLICY 3.8.3:**



*In cases where the owner of oil and gas facilities or mineral rights do not respond to engagement attempts concerning surface land use planning applications, applicants for a NSP must adhere to all relevant policies and regulations set forth by the Alberta Energy Regulator and the City of Airdrie.*



## 4.0 The Development Plan

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The Land Use Plan (See **Figure 6: Land Use Plan**) and the associated servicing and transportation drawings are general in nature and indicative of future development plans. Future NSP's as well as the associated land use redesignations and subdivision plans will further refine the planning and engineering details.

The Land Use Plan demonstrates accesses and connectivity, residential areas of varying densities, schools, community open spaces and utility areas (i.e. storm ponds). The Land Use Plan has been designed to respect the existing natural land forms, existing/adjacent conditions and existing policy targets and directives as discussed in **Section 2.0 Planning Context**.

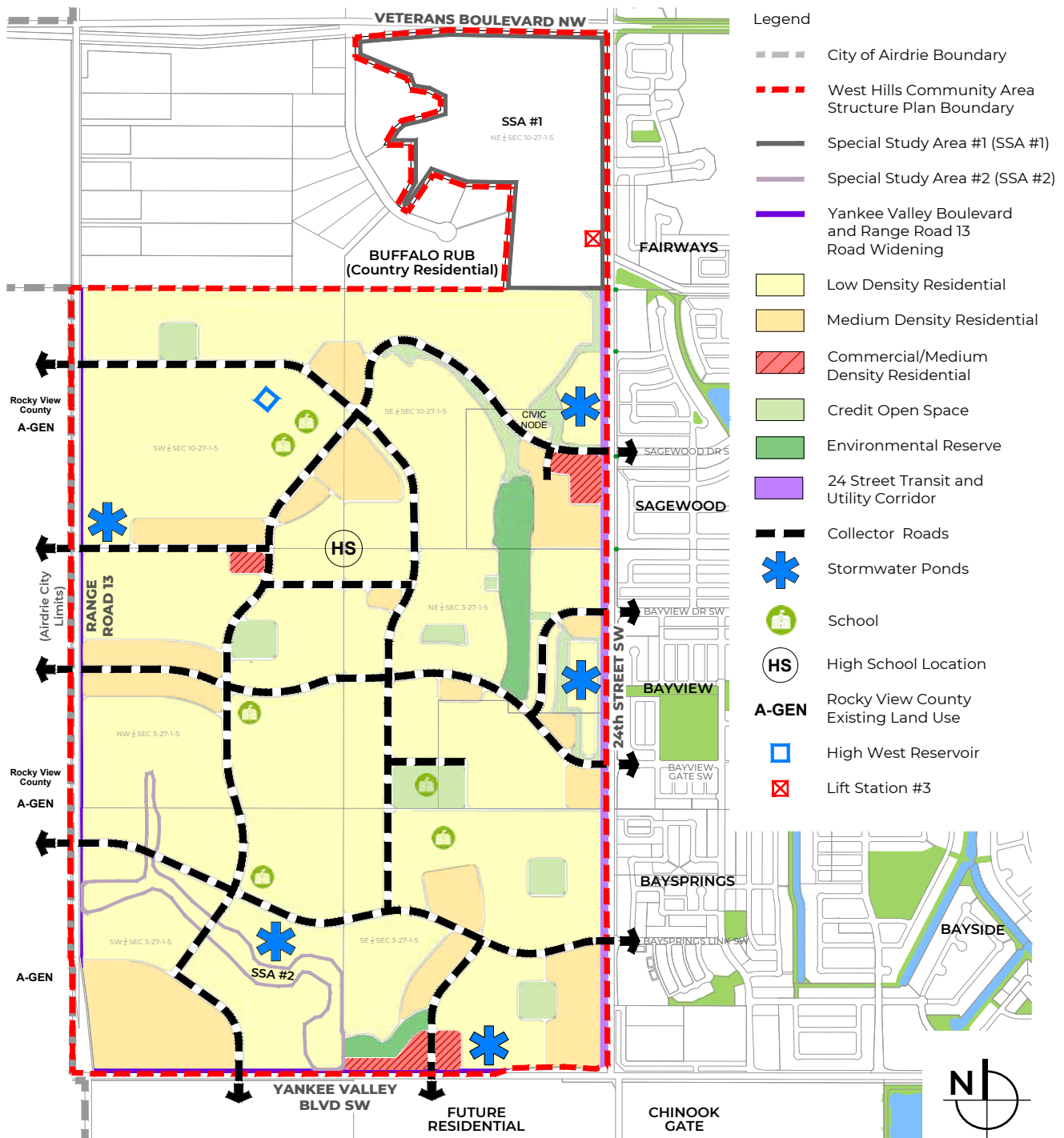
Residential development will be a mix of low density and medium density dwellings, consistent with the classifications for residential development in the City of Airdrie Land Use Bylaw (LUB). The development will meet all the policy density ranges and be developed in accordance to the Alberta Building Code, engineering, and road classification design standards. Further details on community densities will be determined at the NSP level.

The 24<sup>th</sup> Street corridor adjacent to the Plan area has been identified as a future skeletal arterial road. The City of Airdrie has also indicated that in addition to vehicular traffic, this corridor is expected to provide land to accommodate deep utilities as well as transit infrastructure. While size, width, configuration, and requirements for this corridor will need to be confirmed with future NSPs, the corridor has been included in the CASP to identify community interface opportunities and constraints.

The collector roadway network shown is designed to provide effective access points from the east on 24<sup>th</sup> Street and to continue westward to connect to future residential lands to the west. There is a north-south collector road proposed to internally connect the northerly two quarter sections for vehicles, transit, bicycles and pedestrians. Regional pathways and local roads will connect the southerly two quarter sections.

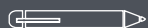
### 4.1 Residential Land Uses

Residential development is the predominant land use type within the CASP area. Neighbourhood-scale community planning will be detailed at the NSP stage, but it is anticipated that all communities will be highly influenced by the natural topography of the land and will include pockets of transit supportive density, neighbourhood landmarks, slope adaptive housing, and a mix of housing types for a diverse range of residents. The range of densities provided within the CASP area may include four-to-six-story apartments, townhomes, row-homes, duplexes, villas, single family homes, and larger estate style homes.



**Figure 6: Land Use Plan**

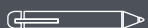


**POLICY 4.1.1:**

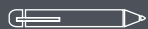
*The CASP area will contain a variety of housing types to create diversity.*

**POLICY 4.1.2:**

*The average density within the CASP area will be a minimum 8.0 units per gross developable acre.*

**POLICY 4.1.3:**

*The low density residential district(s) shall allow for single family detached dwellings and semi-detached dwellings.*

**POLICY 4.1.4:**

*The medium density residential district(s) shall allow for a variety of multi unit housing and higher density attached housing.*

At NSP stage, good community planning principles shall be employed to create livable, diverse, attractive and accessible communities that are slope adaptive. The detailed density analysis of each NSP may be modified from the average density reported below. **Table 2: CASP Density Projection** demonstrates that the CASP area is projected to achieve an average density of 8.0 units per gross developable acre.

Housing and population projections have been determined assuming 2.7 persons per household calculated from the 2017 City of Airdrie Census. **Table 3: CASP Population Projections** shows the projected ultimate CASP population to be +/- 21,513 people and units to be +/- 7,968. The dwelling types are categorized as low density (single family detached dwellings and lower density attached dwellings) that average at approximately 7 units per acre, and medium density (meaning a variety of multi unit housing and higher density attached housing) that average at approximately 19 units per acre. Given the diversity of landowners, housing types and land area within the CASP, housing that suits the needs of a diversity of income ranges will be available within the CASP area.

The exact size, location and configuration of the future High West Reservoir and Lift Station #3 will be confirmed at the NSP stage. These items have been identified in the WH CASP to ensure they are incorporated into future detailed land use planning. The High West Reservoir will require 0.8 hectares (2 acres) of Public Utility Lot (PUL) and Lift Station #3 (in the Special Study Area #1) will require 0.4 hectares (1 acre) of PUL.

**Table 2: CASP Density Projection**

	Hectares (+/-)	Acres (+/-)
<b>Gross Total Area</b>	<b>428</b>	<b>1058</b>
Environmental Reserve (Riparian & Slope Areas)	18	44
24 <sup>th</sup> Street Corridor	5	12
Yankee Valley Boulevard	1	2
Range Road 13	2	5
<b>Gross Developable Area*</b>	<b>402</b>	<b>993</b>
Senior High School	8	20
Special Study Area	40	99
<b>Gross Residential Area</b>	<b>354</b>	<b>874</b>
<b>Municipal Reserves (10%)</b>	<b>35</b>	<b>86</b>
Municipal Reserve (Parks)	15	37
Municipal Reserve (Elementary or Middle Schools)	20	49
<b>CASP DENSITY</b>	<b>23</b>	<b>9</b>

*\*All areas and calculations subject to verification through applicable policy plans and NSP's.*



**Table 3: CASP Population Projections**

Dwelling Type	Hectares	Acres	# Units / Hectare	# Units / Acre	Total Units	Population
Low Density	297	733	18	7	5,346	14,434
Medium Density	57	141	46	19	2,622	7,079
<b>TOTAL</b>	<b>354</b>	<b>874</b>			<b>7,968</b>	<b>21,513</b>
<b>CASP DENSITY</b>			<b>23</b>	<b>9</b>		

## 4.2 Commercial Sites

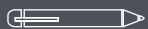
There are two neighbourhood shopping nodes proposed in the CASP area, as noted on the Land Use Plan. The southern site is located along Yankee Valley Boulevard at the southern edge of the policy boundary and the northern site is located along 24<sup>th</sup> Street at the south side of the collector road entrance. Both sites may also contain medium density residential development.

Details and viability will be determined with future development applications, but it is envisioned that the retail areas will provide convenience shopping opportunities for residents. They will be accessible to motorists, cyclists and pedestrians through roads and pathway connections. At the NSP stage, opportunities to add neighbourhood commercial uses in proximity to a future high school site will be reviewed.

### **POLICY 4.2.1:**



*Community Nodes to be identified for SW 1/4 Sec 10-27-1-W5M, NW 1/4 Sec 3-27-1-W5M, and SW 1/4 Sec 3-27-1-W5M at the NSP stage based on commercial feasibility evaluation.*

**POLICY 4.3.1:**

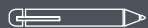
*Public open spaces in the CASP area will provide a range of passive and active recreational opportunities.*

**POLICY 4.3.2:**

*Public park spaces will be provided as dedicated reserve lands.*

**POLICY 4.3.3:**

*NSPs will provide a range of parks and open spaces that meet the needs of a range of residents lifestyles and offer both passive and active recreational opportunities.*

**POLICY 4.3.4:**

*Regional and local pathway systems will be determined at NSP stage.*

**POLICY 4.3.5:**

*Pedestrian connections shall be made within and between neighbourhoods and school sites.*

**POLICY 4.3.6:**

*Regional pathways should not be oriented along the front of laneless residential lots.*

## 4.3 Public Open Spaces

Municipal Reserves equivalent to 10% of the net developable area are owing for all lands within the CASP area. The concept plan (See **Figure 7: Open Space & Connectivity**) proposes a wide offering of open spaces in the form of linear park connections, neighbourhood parks, community-scale parks and six school sites.

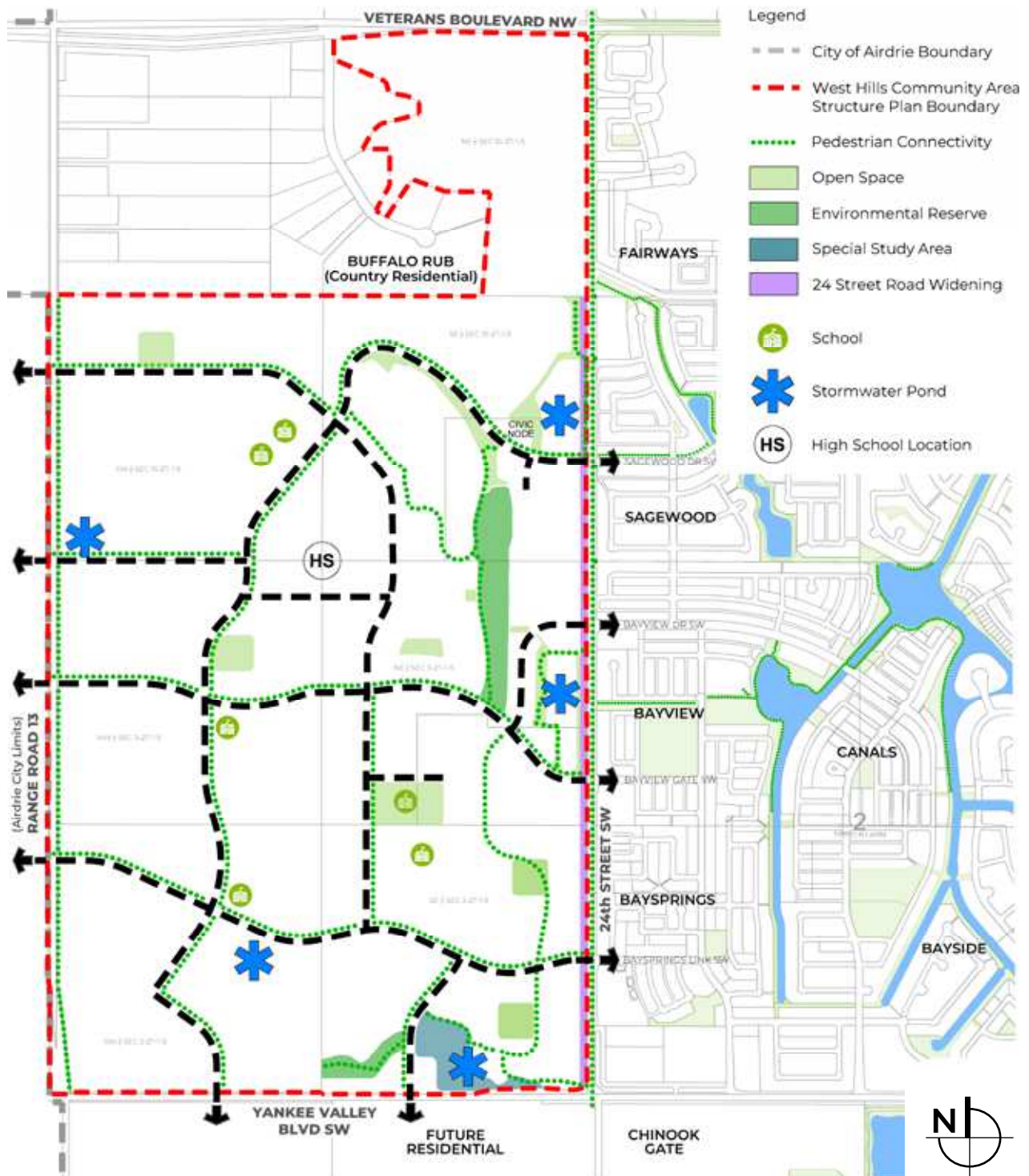
Elementary and Middle School sites will be comprised of Municipal School Reserve (MSR) sites for the building envelope, parking and programmed spaces, as well as Municipal Reserve (MR) for the associated playfields. These open spaces along with community and neighbourhood parks, and linear connections will meet the required 10% municipal reserve dedication for the CASP area.

Major features of the public open space system are envisioned to include:

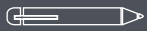
- ✓ A north-south trail connecting all communities together and providing public access to views of the City and the Rocky Mountains.
- ✓ Six (6) elementary and/or middle schools spaced through the Plan area.
- ✓ One (1) high school, details regarding purchase in Section 4.3.1.
- ✓ Providing diversity in recreational amenities by utilizing and enhancing existing physical landscape features and terrain.
- ✓ A linear ecological feature along the south perimeter of the CASP area.

The open space system will be designed to continue connections to future development of adjacent lands to the north, west and south. Pedestrian Connectivity may comprise contiguous sidewalks, regional pathways, and linear parks, where appropriate.





**Figure 7: Open Space & Connectivity**

**POLICY 4.3.1.1:**

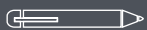
*Elementary and middle school sites will be provided as Municipal Reserve and maintained under the jurisdiction of the City of Airdrie until the need for the school site is identified by the relevant school board designated at CASP stage.*

**POLICY 4.3.1.2:**

*School sites shall be allocated to each school jurisdiction in accordance with the agreement between the school boards and the City of Airdrie.*

**POLICY 4.3.1.3:**

*School sites will be located on a minimum of two public roads.*

**POLICY 4.3.1.4:**

*Phasing of school sites shall be determined at NSP, school sites will be in earlier phases of NSP development, where possible.*

### 4.3.1 Schools

The concept plan identifies six (6) elementary or middle school sites; to meet projected growth targets for the local school boards. These projected school site envelopes can vary for either an elementary or middle school, and the amount will be dedicated as Municipal Reserve and Municipal School Reserve at time of subdivision.

The actual allocation of school sites will be determined at the time of NSP and/or subdivision based on demonstrated need and population projections. It is expected that stand-alone school sites will be approximately 3.6 hectares (9 acres) with joint use sites at approximately 3.0 hectares (7.5 acres) due to efficiencies of playfield locations. The expansion lands (SW 1/4 Sec 10-27-1-W5M, SW 1/4 Sec 3-27-1-W5M, NW 1/4 Sec 3-27-1-W5M and Portion of NE 1/4 Sec 10-27-1-W5M) shall comply with the City of Airdrie's Reserve Agreement.

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

A future high school site is conceptually shown that encompasses approximately 20 acres. The high school site area is shared equally between four quarter sections. This site is not part of the Municipal Reserve dedication and will be purchased from each landowner.





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

In September of 2021 the parties described above entered into a Memorandum of Understanding (MOU) setting forth a mechanism to collect funds from new residential lots and utilize those funds to purchase land to ensure adequate land supply for the high school site within the CASP.

The parties described above are committed to the development of a solution (or solutions), which can provide long-term certainty for this form of infrastructure.

For the purposes of this section, all references to “serviced land” mean the total cost of the raw land value, plus the costs to provide rough grading, permanent access roads and deep servicing stubs to the property. A third-party arbiter shall determine any disputes on the total costs.

This section assumes that the land and servicing requirements for a high school site will be dispersed over approximately 7,500 units. Council reserves the right to modify the figures noted in Section 2.1 or Section 2.1.1 when the number of units deviates by more than 5%, in their sole discretion.

Nothing in this section precludes or supersedes Council’s role as the Development Authority under the Municipal Government Act (MGA). Nothing in this section restricts the opportunity to use regulations from the MGA in order to achieve part or all of the required high school land assembly area within a CASP, or as part of the negotiated solution.



**POLICY 4.3.2.1:**

*Public open space connections will be provided throughout the CASP area to meet active and passive recreational needs of the community. Exact park locations, sizes, configurations and programming will be determined at the NSP stage.*

**POLICY 4.3.2.2:**

*The pathway and sidewalk systems for pedestrian connectivity shall be as generally shown in Figure 7 – Open Space and Connectivity, and will be a combination of off-street pathways and sidewalks in the road ROW.*

**POLICY 4.3.2.3:**

*Public access to natural systems may be integrated into neighbourhood planning with pedestrian linkages, where possible.*

## 4.3.2 Parks

To provide additional community amenities and open spaces, community and neighbourhood scale parks will be provided throughout the CASP area. Detailed programming and final sizes will be determined at the time of NSP and/or subdivision. The CASP offers a rich variety of terrain and distinct natural features that enhance the site's identity and lends itself to a multitude of both passive and active recreational opportunities.

The diverse landscape includes mountain views, knolls, ridges, a wetland, and two patches of native grassland. Park networks within each neighbourhood will integrate these features into a series of connected open space nodes. These will complement the future complete communities on these lands as well as enhance local and regional connectivity via open space linkages, pathways and sightlines. Special Study Area #2 (SSA #2), on SW 1/4 Sec 3-27-1-W5M, will be evaluated with a future NSP application.

As shown on **Figure 7**, a Civic Open Space Node has been located at the east side of the Plan area, along 24<sup>th</sup> Street. This space will provide an active and programmable green space for all residents of Airdrie to gather for neighbourhood activities and events.



### 4.3.3 Ecological Feature

The riparian corridor along the south perimeter of the CASP area has been identified in the Airdrie Ecological Inventory & Environmental Best Practices Report as an area of ecological importance (a hotspot). To maintain the diversity of ecosystems and species within this area, and to meet the intent of environmental protection policies in the Airdrie City Plan (2014), the ecological function of the riparian corridor with associated grassland and escarpment are proposed to be sustained. See **Figure 7: Open Space & Connectivity** for the delineation of a Special Study Area for future consideration as an ecological feature.

As illustrated in the image above, the linear nature of the ecological feature will continue along the south perimeter of the Plan area. The western portion of the riparian corridor will be preserved with environmental reserve. The eastern portion currently exists within lands owned by the City and designated for road widening by the City of Airdrie and areas subject to backsloping. To preserve the presence of an east-west ecological feature in this area, and to meet stormwater management constraints associated with grading near steep slopes, a stormwater management facility will be incorporated in the central portion. The intent is to have the native grassland, regional drainage and escarpment appear to continue through the site.

The land use boundaries and wetland preservation and/or enhancement will be further defined through the NSP and Staged Master Drainage Plan (SMDP) and environmental reserve will be dedicated through the subdivision process in accordance with the provisions of the Municipal Government Act. Details regarding the delineation of complimentary land uses and ecological function will also be clarified at that time.

Adjacent municipal parks will provide more active recreation and views of the corridor while recreational activities within environmental reserve corridors will be restricted to passive and low intensity use.



## 4.4 Roads

The CASP area will be well connected to adjacent communities via the City's existing road network, which can support the development. The CASP area is bounded by four skeletal arterial roadways; 24<sup>th</sup> Street to the east, Yankee Valley Boulevard to the south, Range Road 13 to the west and partially by Veterans Boulevard to the north.

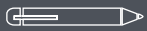
See **Figure 8: Road Network**.

The CASP will refer to the City's TMP (2020) regarding 24<sup>th</sup> Street, Yankee Valley Boulevard, Veterans Boulevard, and Range Road 13 for their road classifications, capacities and targeted improvements.

The internal road network will be collector roads as shown in **Figure 8**. Local residential roads will be identified at the future NSP stage(s) and will provide strong neighbourhood scale connections. Portions of the CASP area are proposed to be laned and this will be determined also at the NSP stage.

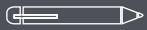
Topography of the Plan area rises steadily up from 24<sup>th</sup> Street to the mid-westerly portion of the Plan area. Collector road alignments have been curved according to the land form to allow for City of Airdrie maximum road grades to be met. Community designs at NSP stage will consider topography constraints when placing residential roads, slope adaptive housing, parks and schools.

A Transportation Impact Assessment (TIA) examined the capacity of the external road network and proposed accesses to the CASP area. The TIA identified transportation improvements for two future time horizons, 2032 and 2042, with or without the CASP development. **Table 4** provides a summary of these improvements.



### **POLICY 4.4.1:**

*The internal road network shall be defined at the NSP stage and shall be designed to be compatible with the regional road network with facilities for cycling, walking, and transit.*



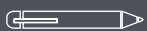
### **POLICY 4.4.2:**

*Collector road connections on 24<sup>th</sup> Street and Yankee Valley Boulevard shall be spaced to meet road design standards.*



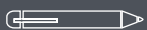
### **POLICY 4.4.3:**

*Primary roads internal to the Plan area shall be classified as collector/primary collector roadways.*



### **POLICY 4.4.4:**

*Utilization of standard road cross sections is preferred, however modified cross sections may be required throughout the CASP area to accommodate existing topography.*



### **POLICY 4.4.5:**

*Roads will be constructed to City of Airdrie Standards.*

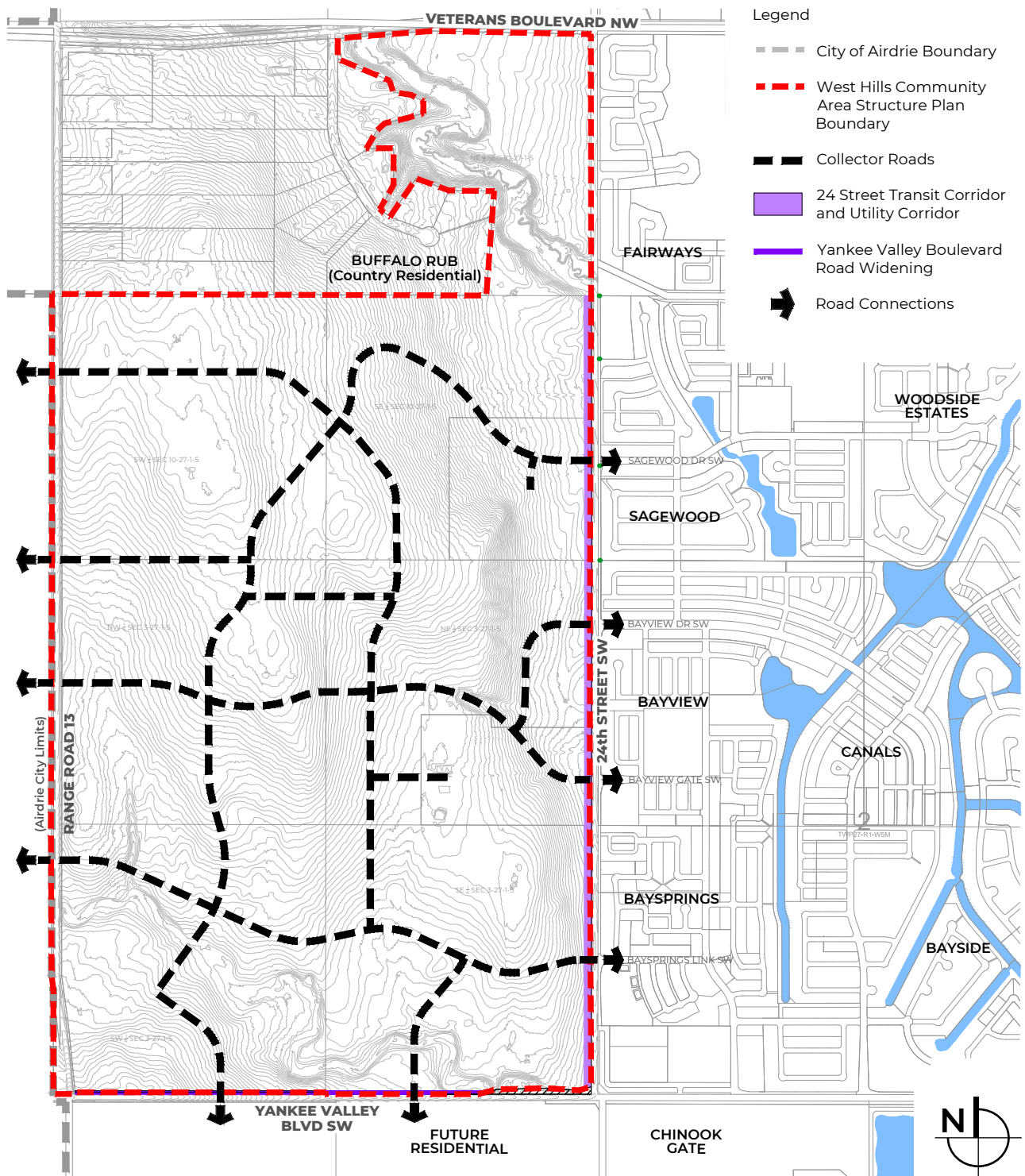


**Table 4: Transportation Improvements**

Horizon Year	Background Conditions	Development Assumptions <sup>1</sup>	Post Development Conditions
2032	<p>Veterans Blvd between 8 St and Main St</p> <ul style="list-style-type: none"> <li>Widen from 4 lanes to 6 lanes</li> </ul> <p>Veterans Blvd between 24 St and Reunion Gateway</p> <ul style="list-style-type: none"> <li>Widen from 2 lanes to 4 lanes</li> </ul> <p>8 St and Veterans Blvd</p> <ul style="list-style-type: none"> <li>Add second (dual) westbound left-turn lane</li> </ul> <p>24 St and Sagewood Dr</p> <ul style="list-style-type: none"> <li>Signalize</li> </ul> <p>24 St and Yankee Valley Blvd</p> <ul style="list-style-type: none"> <li>Add northbound left-turn lane</li> <li>Add second (dual) southbound left-turn lane</li> </ul> <p>Yankee Valley Blvd and 8 St</p> <ul style="list-style-type: none"> <li>SIGNIFICANT UPGRADES NEEDED</li> </ul>	<p><b>Wildflower (Minto)</b> fully built out</p> <p><b>Key Ranch (Lamont)</b> fully built out</p> <p><b>Westmark development</b> 50% built out</p> <p><b>Minto west quarter section</b> 50% built out</p> <p><b>Two southwest quarter sections</b> 0% built out</p>	<p>24 St from Veterans Blvd to Yankee Valley Blvd</p> <ul style="list-style-type: none"> <li>Widen from 2 lanes to 4 lanes</li> </ul> <p>24 St and Veterans Blvd</p> <ul style="list-style-type: none"> <li>Add northbound left turn lane</li> <li>Add second (dual) westbound left-turn lane</li> <li>Convert right-turn lane into a shared through/right-turn lane</li> </ul> <p>24 St and Sagewood Dr</p> <ul style="list-style-type: none"> <li>Add northbound left-turn lane</li> <li>Add southbound right-turn lane</li> <li>Add westbound left-turn lane</li> <li>Add eastbound left-turn lane</li> </ul> <p>24 St and Bayview Gate</p> <ul style="list-style-type: none"> <li>Signalize</li> <li>Add northbound left-turn lane</li> </ul> <p>24 St and Baysprings Link</p> <ul style="list-style-type: none"> <li>Signalize</li> <li>Add northbound left-turn lane</li> </ul>
2042	<p>24 Street from Township Rd 264 to Township Rd 274</p> <ul style="list-style-type: none"> <li>Upgrade to 4 lanes (from 2 lanes) along corridor as development progresses<sup>2</sup></li> </ul> <p>Big Hills Spring Rd from 24 Street to Range Rd 13</p> <ul style="list-style-type: none"> <li>Widen from 2 lanes to 4 lanes</li> </ul> <p>24 Street Rapid transit network improvements Veterans Blvd south to Township Rd 264</p> <ul style="list-style-type: none"> <li>Widen 4 lanes to 6 lanes - 2 lanes are for Rapid transit<sup>2</sup></li> </ul> <p>Highway 567 and Range Road 13</p> <ul style="list-style-type: none"> <li>Signal or roundabout</li> <li>Add westbound left turn lane (if signalized)</li> </ul> <p>24 St and Veterans Blvd</p> <ul style="list-style-type: none"> <li>Add a westbound through lane</li> <li>Add northbound left turn lane</li> </ul> <p>Veterans Blvd and 8 St</p> <ul style="list-style-type: none"> <li>SIGNIFICANT UPGRADES NEEDED</li> </ul>	<p><b>Wildflower (Minto)</b> fully built out</p> <p><b>Key Ranch (Lamont)</b> fully built out</p> <p><b>Westmark development</b> fully built out</p> <p><b>Minto west quarter section</b> fully built out</p> <p><b>Two southwest quarter sections</b> fully built out</p>	<p>24 St and Veterans Blvd</p> <ul style="list-style-type: none"> <li>Add westbound through lane</li> <li>Add eastbound through lane</li> </ul> <p>24 St and 1 Avenue</p> <ul style="list-style-type: none"> <li>Add southbound left-turn lane</li> </ul> <p>24 St and Bayview Gate</p> <ul style="list-style-type: none"> <li>Add eastbound left-turn lane</li> </ul> <p>24 St and Baysprings Link</p> <ul style="list-style-type: none"> <li>Add eastbound left-turn lane</li> </ul> <p>24 St and Yankee Valley Blvd</p> <ul style="list-style-type: none"> <li>Yankee Valley Corridor has major delays – long-term traffic management plan required</li> <li>Widen Yankee Valley from 4 lanes to 6 lanes</li> <li>Add eastbound right-turn lane</li> <li>Add northbound right-turn lane</li> <li>Add southbound right-turn lane</li> </ul> <p>Big Hills Spring Rd and Road G</p> <ul style="list-style-type: none"> <li>Signal or Roundabout</li> </ul> <p>Big Hills Spring Rd and Road H</p> <ul style="list-style-type: none"> <li>Signal or Roundabout</li> </ul> <p>Big Hills Spring Rd and Range Rd 13</p> <ul style="list-style-type: none"> <li>Signal or Roundabout</li> <li>Add southbound left-turn lane (if signalized)</li> </ul>

<sup>1</sup> Post Development transportation improvements are based on development progression. Development progression subject to change.

<sup>2</sup> It is understood that “as development progresses” refers to the development of the subject site. However, with the rapid transit, six-lane, corridor also planned to be implemented by 2039, it is reasonable to assume that 24 Street, within the study area, will have a four-lane cross-section.



**Figure 8: Road Network**



## 4.5 Public Transportation

Public transportation routes have yet to be planned for the CASP area. Access points to the community and the internal collector road network are planned to accommodate transit service when provided by the City. In general, the collector road network will provide approximate 400 metre walking coverage for future transit access.

Future transit routes and timing will be determined by the City of Airdrie. This includes long term plans for a transit corridor which has been identified to connect with the City of Calgary along 24<sup>th</sup> Street. The plan acknowledges that lands identified on the west side of 24<sup>th</sup> Street are to accommodate this infrastructure and that acquisition will be negotiated with future applications.

### POLICY 4.5.1:



*Future transit service will be identified by the City of Airdrie based on population and demand.*

### POLICY 4.5.2:



*The internal collector roadway systems will be sized and designed to accommodate future public transit stops and routing.*

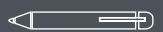
## 4.6 Land Acquisition for Road Widening and Utilities

This plan acknowledges that lands will be required for 24<sup>th</sup> Street and Range Road 13 to accommodate road widening, transit and major utilities and will be addressed through future NSP application(s). The 24<sup>th</sup> Street road cross section will be a 49.7 metre right-of-way as proposed in the TMP.

This plan acknowledges lands will be required for Yankee Valley Boulevard to accommodate road widening and it is anticipated that the majority of the widening will occur along the south property line of the existing road right of way. The location and extend of these improvements are shown on **Figure 8: Road Network**.

The total area required for these improvements has been estimated in **Table 2: CASP Density Projection**. Details pertaining to the land acquisition, including timing, will be addressed through future NSP application(s).

### POLICY 4.6.1:



*At the NSP stage, the City of Airdrie will identify land requirements along the west side of 24<sup>th</sup> Street and the east side of Range Road 13 to meet requirements for deep utility installation and future transit infrastructure. The required land will be purchased by the City of Airdrie, as per the current City policy at the time of widening.*





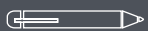
## 5.0 Special Study Areas

Special Study Area designation has been assigned to two locations within the CASP.

Special Study Area #1 (SSA #1) contains the lands at the north end of the CASP within NE 1/4 Sec 10-27-1-W5M. SSA #1 is bounded by Veterans Boulevard to the north, 24th Street to the east, SE 1/4 Sec 10-27-1-W5M to the south, and the community of Buffalo Rub to the west. This area is designated as a Special Study Area in part due to its highly visible and regionally significant location. SSA #1 is located at a key intersection of two arterial roadways near the NW municipal boundary; significant municipal infrastructure upgrades are required prior to development of this area.

SSA #1 is included in the CASP boundary as it is contiguous with the current development cell to the south. As the timing of necessary municipal infrastructure upgrades are undetermined the future land use concept, servicing strategy, and all required studies will be deferred. The regionally significant location of SSA #1 lends itself naturally to a diverse mix of commercial land uses with the potential to include major civic and institutional uses as well as residential.

Special Study Area #2 (SSA #2) is located within SW 1/4 Sec 3-27-1-W5M and is approximately defined as shown on Figure 6 (Land Use Plan). SSA #2 relates specifically to the area identified in the Biophysical Inventory for SW 1/4 Sec 10-27-1-W5M and NW/SW 1/4 Sec 3-27-1-W5M (January 2019 completed by Tetra Tech) mentioned in Part 3.0 Original Conditions.



### **POLICY: 5.0.1:**

*Additional technical studies, as required by the City of Airdrie, will be required at the NSP stage for Special Study Areas.*



### **POLICY: 5.0.2:**

*Development of Special Study Area #1 (SSA #1) shall require an amendment to this CASP.*

SSA #2 is included in the CASP as it is part of the logical planning cell that is bounded by regionally significant municipal roadways. Special Study Area designation is assigned to SSA #2 to provide continuity with CASP planning for areas that are immediately adjacent while allowing the technical evaluation and study to be completed at a later date. Development timing for these lands is considered long term in relation to technical study timelines set out within the City's Biophysical Inventory and Biophysical Impact Assessment Framework (2019). Technical evaluations will be completed prior to development commencement.



## 6.0 Servicing

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### 6.1 Sanitary Servicing

The City of Airdrie UMP indicates the subject lands will ultimately be serviced by the future South Regional Lift Station #8 and the future sanitary trunk that will extend from the south boundary of Airdrie north along 24<sup>th</sup> Street adjacent to these lands. See **Figure 9: Sanitary Sewer Schematic**.

As the timing of this infrastructure is currently unknown, an interim servicing strategy has been established to immediately service the subject lands.

The UMP indicates there are two quarter sections of sanitary capacity remaining to service (NW) Airdrie. This sanitary capacity will be allocated to those developers who sign onto the Contribution Agreement and participate in the front-ending of the Phase 2 sanitary capacity upgrades as per the Funding and Financing language in Section 6.5. These initial sanitary flows will be directed east through Bayview and the Canals.

To service the balance of the three eastern quarter sections, upgrades are proposed to the existing sanitary pumping capacity (Phase 2 upgrades). Upon construction of the Regional South Lift station #8 and sanitary trunk, the three eastern quarter sections will connect to this system, allowing additional north lands to be serviced by the future/proposed Davy Creek lift station (Lift Station #2, as per the *UMP Figure 4.101*).

The westerly three quarter sections will be serviced by gravity connections to the east, connecting to 24<sup>th</sup> Street infrastructure, ultimately serviced by the sanitary trunk main and the Regional Lift Station #8. The provision of oversize will be provided to accommodate the westerly lands through the eastern 3 quarter sections.

The Special Study Area #1, as per the UMP, will be serviced by Lift Station #3 and the proposed regional infrastructure as above.

The City of Airdrie's ability to provide sanitary servicing is contingent on securing capacity from the City of Calgary and the conditions of the City's Master Servicing Agreement with Calgary.

Refer to the West Hills Servicing Strategy for additional details regarding infrastructure.







## 6.2 Stormwater Management

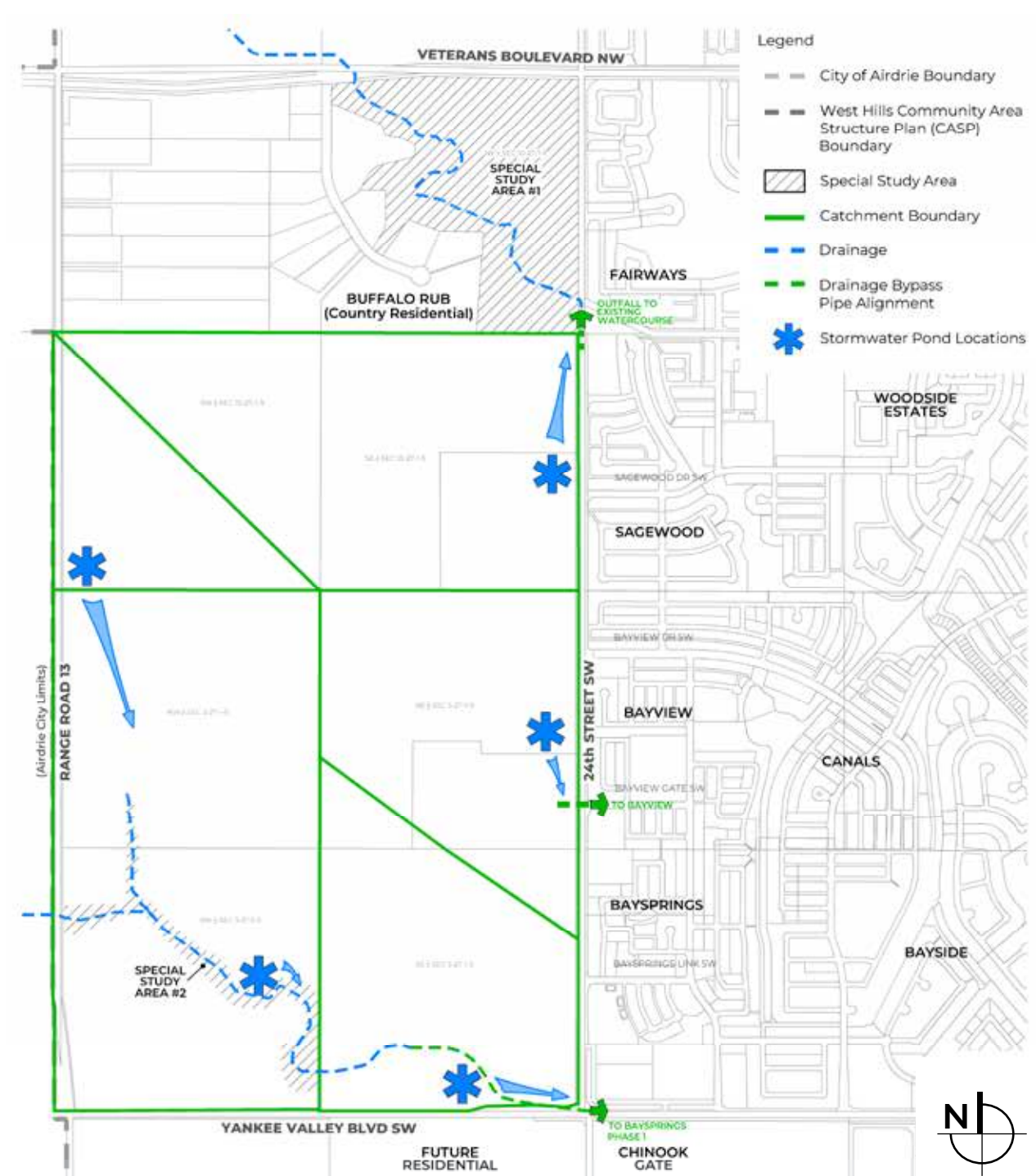
The stormwater management concept for the Plan area is based on the principle of preserving the natural drainage direction of the land. Slopes within the CASP area drain east towards 24<sup>th</sup> Street and eventually flow through the Canals storm pond and discharge into Nose Creek. The pre-development drainage areas within the CASP, as identified in Figure 4 of the Master Drainage Plan, discharge at the following locations (See **Figure 10: Stormwater Schematic**):

- The un-named drainage course to the north at 1<sup>st</sup> Avenue.
- A grated top manhole that drains through Baysprings.
- The un-named drainage course within the south portion of the CASP area.

Stormwater management facilities are proposed in five of the quarter sections to represent existing drainage paths. A departure from the Airdrie Master Stormwater Drainage Plan, these facility locations allow for free flow of drainage to be collected without requiring the use of pumps.

Nose Creek Watershed Water Management Plan peak flow and volume control targets apply to the CASP area. Drainage flowing through the Plan area at the south end will be collected and redirected to the existing culvert at Yankee Valley Boulevard and 24<sup>th</sup> Street. Drainage from upstream catchments shall be conveyed through the Plan area, bypassing the stormwater management facilities.

Refer to the West Hills Master Drainage Plan (Urban Systems, 2018) for additional details.



**Figure 10: Stormwater Schematic**





### 6.3 Water Servicing

The UMP indicates that the subject lands will be located within two new pressure zones and serviced by the West and High West reservoirs. It is proposed that north of Yankee Valley Boulevard, the two pressure zones be serviced with the High West Reservoir, located in the northwest quarter section of the CASP area (Minto - SW 1/4 Sec 10-27-1-W5M).

The water servicing is proposed in three stages;

- Stage 1 will extend existing mains stubbed along 24<sup>th</sup> Street with development operating at the main pressure zone, and when pressures dictate construct the permanent Booster station that will service the High West Reservoir. The servicing area is limited to approximately the east half of the lands adjacent to 24<sup>th</sup> Street, excluding the Special Study Area #1. This area will be confirmed based on water model results.
- Stage 3 will provide servicing to the remainder of the CASP boundary. This stage includes constructing the initial stage of the High West reservoir and extending the 600mm supply line currently stubbed at the South Windsong Reservoir to the Booster station along 40<sup>th</sup> Ave and 24<sup>th</sup> Street. A Supply line will be extended north along 24<sup>th</sup> Street and west through SE 1/4 Sec 10-27-1-W5M to the reservoir location. This line will be the main supply line for the Reservoir prior to the installation of the new supply line from Calgary.
- Stage 3 will connect the High West Reservoir to the new supply line from Calgary which is anticipated to be installed along Center Street, yet is currently under study. See **Figure 11: Water Distribution Schematic**.

Within each stage, a 300mm watermain grid will be created, ultimately extending mains to the north and west boundary, to service future quarter sections. Subdivisions may proceed after confirming that City of Airdrie servicing agreements and commitments will be able to provide sufficient service to the subdivision. The City of Airdrie's ability to provide sanitary servicing is contingent on securing capacity from the City of Calgary and the conditions of the City's Master Servicing Agreement with Calgary. Refer to the West Hills Servicing Strategy for details on each stage of servicing and catchment thresholds for each stage of construction.







## 6.4 Shallow Utilities

Shallow utilities will be provided to the subject lands through the extension of existing networks in the surrounding areas. The utilities will be extended through the community with each phase of development. It is understood that each of the four shallow utility companies (Fortis, Atco, Telus and Shaw) are planning feeder mains along 24<sup>th</sup> Street south of Yankee Valley Boulevard. It is anticipated that these mains will be extended to the subject lands within the 24<sup>th</sup> Street Right-of-Way (ROW) at the time of development.

## 6.5 Funding Commitment

Servicing capacity for the West Hills CASP requires Phase 1 and Phase 2 upgrades as identified in the 2016 Utility Master Plan (UMP) to accommodate the maximum possible development. These upgrades will be front-ended by the CASP proponents for any or all of the benefiting lands that proceed to development and utilize the capacity. The updated West Hills CASP, will conform to the current 'Funding and Financing Model' for the infrastructure upgrades needed to service the annexation lands that cannot be serviced by the Phase 1 and Phase 2 upgrades identified in the UMP.

The developer acknowledges that servicing capacity for the CASP requires new infrastructure identified in the 2016 Utility Master Plan (UMP), 2020 Wastewater Lift Station Needs Assessment (WLSNA), and the 2020 Airdrie Pre-annexation Capacity Assessment for Main and West Lift Stations (CAMWLS). The development industry (BILD CR) and City of Airdrie negotiated the framework for a 'funding and financing model'. In this case, areas within the CASP at time of NSP will enter into a 'Contribution Agreement' for the infrastructure needed to service the future NSP lands. New infrastructure will be initiated by contribution by the future NSP proponent(s) to front-end infrastructure for the benefiting lands.



Initial servicing capacity for the CASP requires use of the City's existing residual servicing capacity (Phase 1) and Phase 2 improvements as recognized in the 2020 CAMWLS to accommodate the development. The upgrades will be funded through mechanism described in Contribution Agreement for any or all of the benefiting lands that proceed to subdivision and utilize the capacity.

Prior to first reading of a NSP, the contribution agreement obligation shall be signed and submitted to the City to accommodate the proposed development. The agreement generally entails:

1. The City will allow proposed Phase 1 residual servicing capacity to be made available to various ownership groups.
2. The developer of a new NSP shall enter into a Contribution Agreement with the City.
3. The Contribution Agreement may be amended to add a new developer of a new NSP area. This must occur prior to first reading of the new NSP.
4. Contribution Agreement will outline payment of an acreage assessment equal to the total funding cost for Phase 2 infrastructure.
5. The ownership group, party to the Contribution Agreement, will pay an acreage assessment based on benefiting area towards the Phase 2 capacity infrastructure as part of the subdivision servicing agreement (SSA) process.
6. The ownership group is responsible to monitor the proposed Phase 1 residual servicing capacity to 100% upon which development will cease should Phase 2 not be available.
7. The developer is responsible to monitor the Phase 1 residual servicing capacity to 75% , upon which the City will actively use funds generated by the Contribution Agreement for Phase 2 improvements. The City will utilize such contributions, to design and construct Phase 2 wastewater pumping and transmission capacity and bring forward capital budget amendments and borrowing bylaws to Council.
8. The City is under no obligation to supplement (financially or otherwise) Phase 1 and/or Phase 2 capacity for the lands in the NSP; and
9. The City being fair and reasonable is ultimately in control of all residual and constructed water and wastewater capacity.





## 7.0 Sequencing

Lands within the CASP boundary will follow logical phasing and servicing boundaries. Based on servicing availability, road connections and market conditions, development on one or more quarter sections may occur concurrently. Sequencing of development will commence on the easterly edge (24<sup>th</sup> Street side) of the CASP and progress in a westerly direction as servicing becomes available. **Figure 13** indicates development sequencing within the West Hills CASP based on servicing infrastructure. These stages are identified in the West Hills Servicing Strategy Report. Phasing boundaries under an approved NSP will be subject to servicing capacity and market demand.

Future NSPs are expected to encompass up to one or more quarter sections. Should circumstances necessitate a smaller NSP Plan area, alternatives including shadow planning may be considered.

### **POLICY 7.0.1:**



*Development of the CASP will be phased with NSP boundaries to be determined at each stage of submission.*

### **POLICY 7.0.2:**

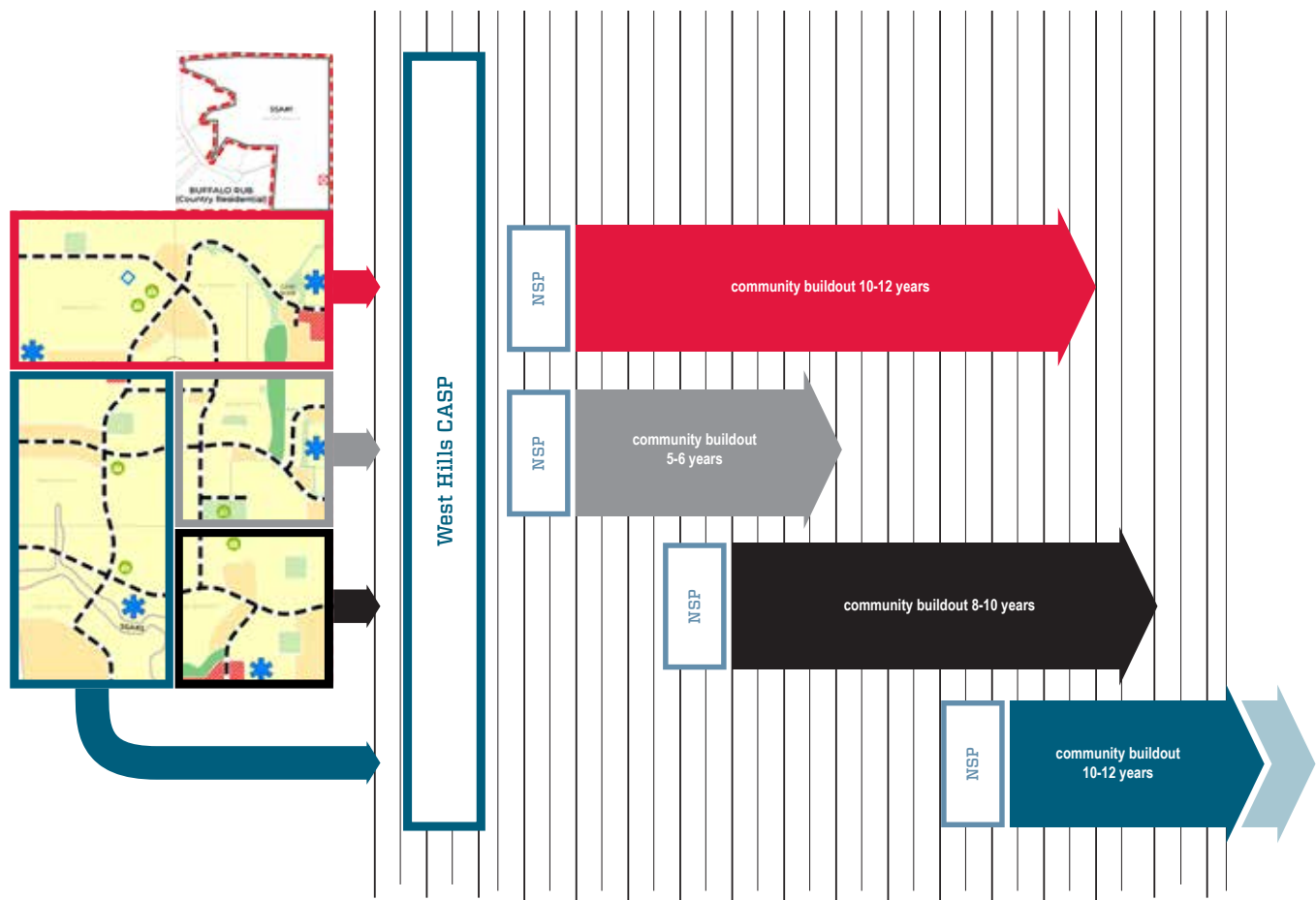


*An NSP application may be prepared for all or a portion of an ownership area given that servicing, access, and community design is comprehensive.*

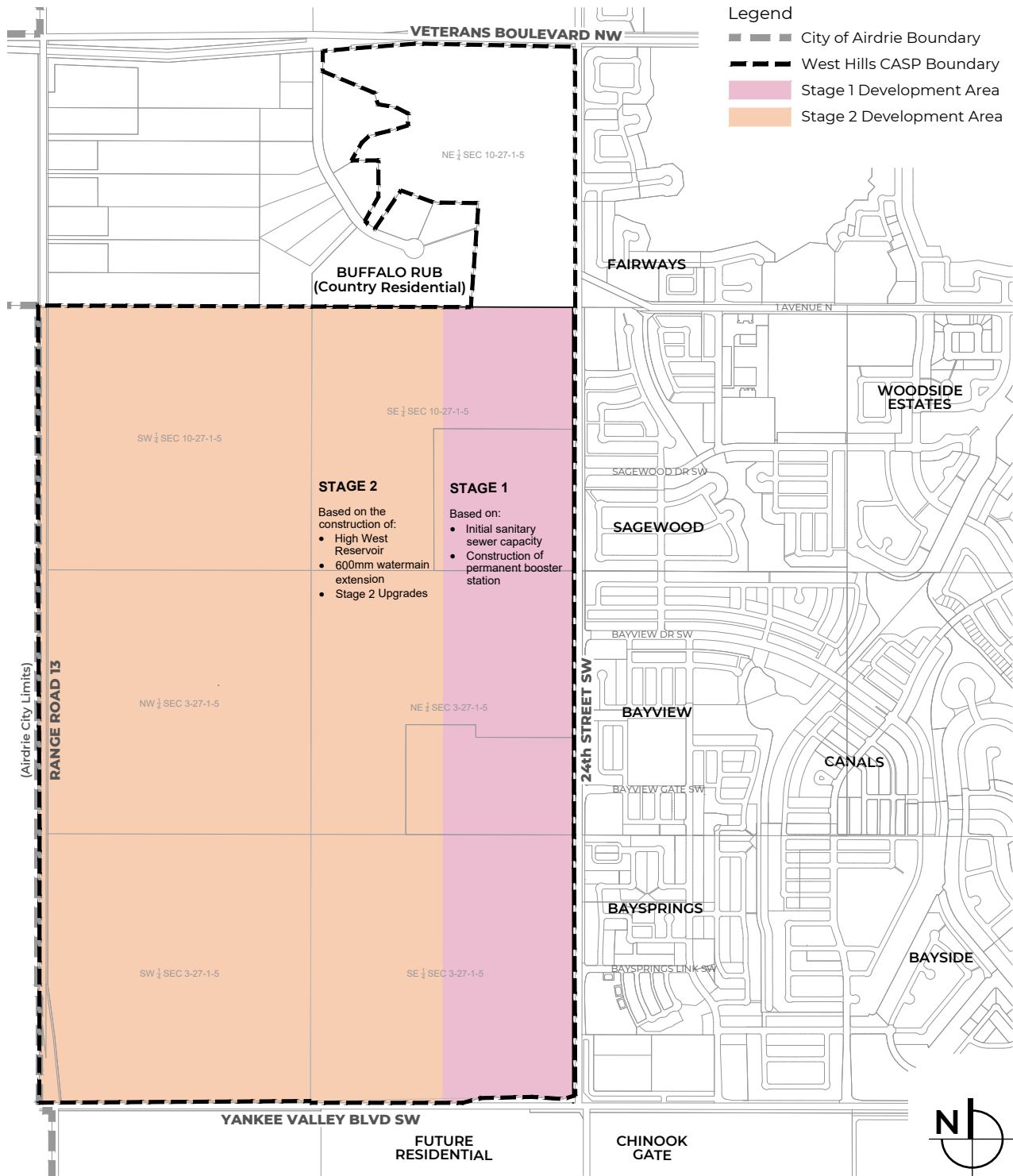
### **POLICY 7.0.3:**



*If an NSP application is only for a portion of an ownership area, then a concept plan shall be provided for the remainder of the ownership area.*



**Figure 12: Phasing Plan**



**Figure 13: Development Sequencing**





## 8.0 Conclusion

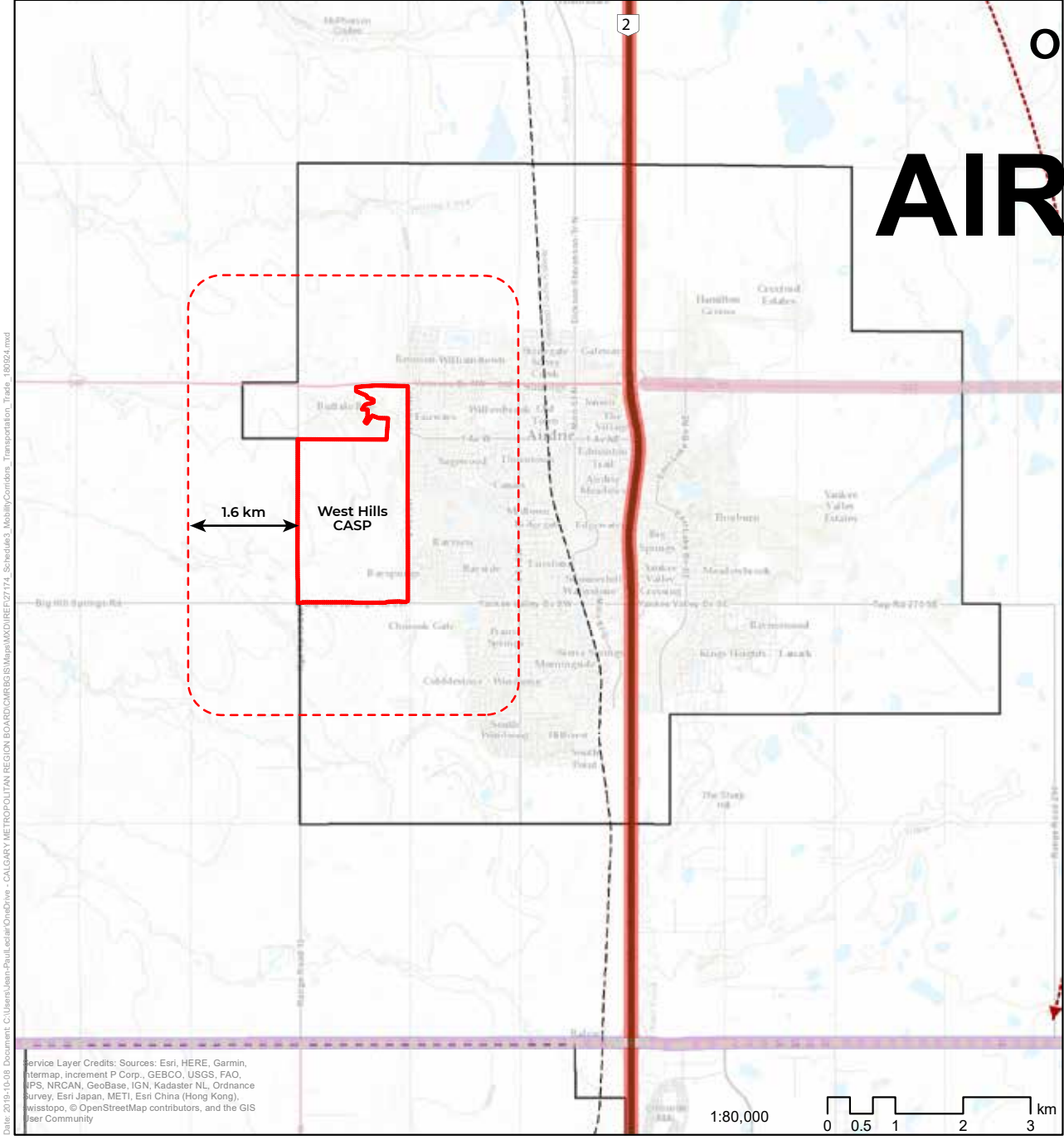
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The CASP provides guidance for future NSPs, Land Use Redesignation applications and Subdivision plans. This document will be a reference for more detailed plans, submitted on a neighbourhood scale to further develop communities in Airdrie.

Through the development of this area, the City of Airdrie will continue to grow and offer a new variety of opportunities to its citizens to live, work and play. New and exciting slope-adaptive housing forms will add diversity to these Airdrie neighbourhoods. Exceptional views of the city and the mountains will add a fresh perspective to neighbourhood planning with a focus on new ideas, the changing needs of the market, and by providing amenities and infrastructure to the City of Airdrie.

# APPENDIX A

Schedule 3: Mobility Corridors – Transportation and Trade



Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, © OpenStreetMap contributors, and the GIS User Community

- |                       |                        |                                  |
|-----------------------|------------------------|----------------------------------|
| Intermodal Facility   | <b>Transportation</b>  | <b>Trade</b>                     |
| International Airport | Rail                   | CANAMEX                          |
| Springbank Airport    | Level 1 Highway        | Existing High Load †             |
|                       | Level 2 Highway        | Proposed High Load †             |
|                       | Level 3 Highway        | Proposed Oversize/Overweight ‡ * |
|                       | Future Level 1 Highway | Goods Movement                   |
|                       | Conceptual Bypass      |                                  |

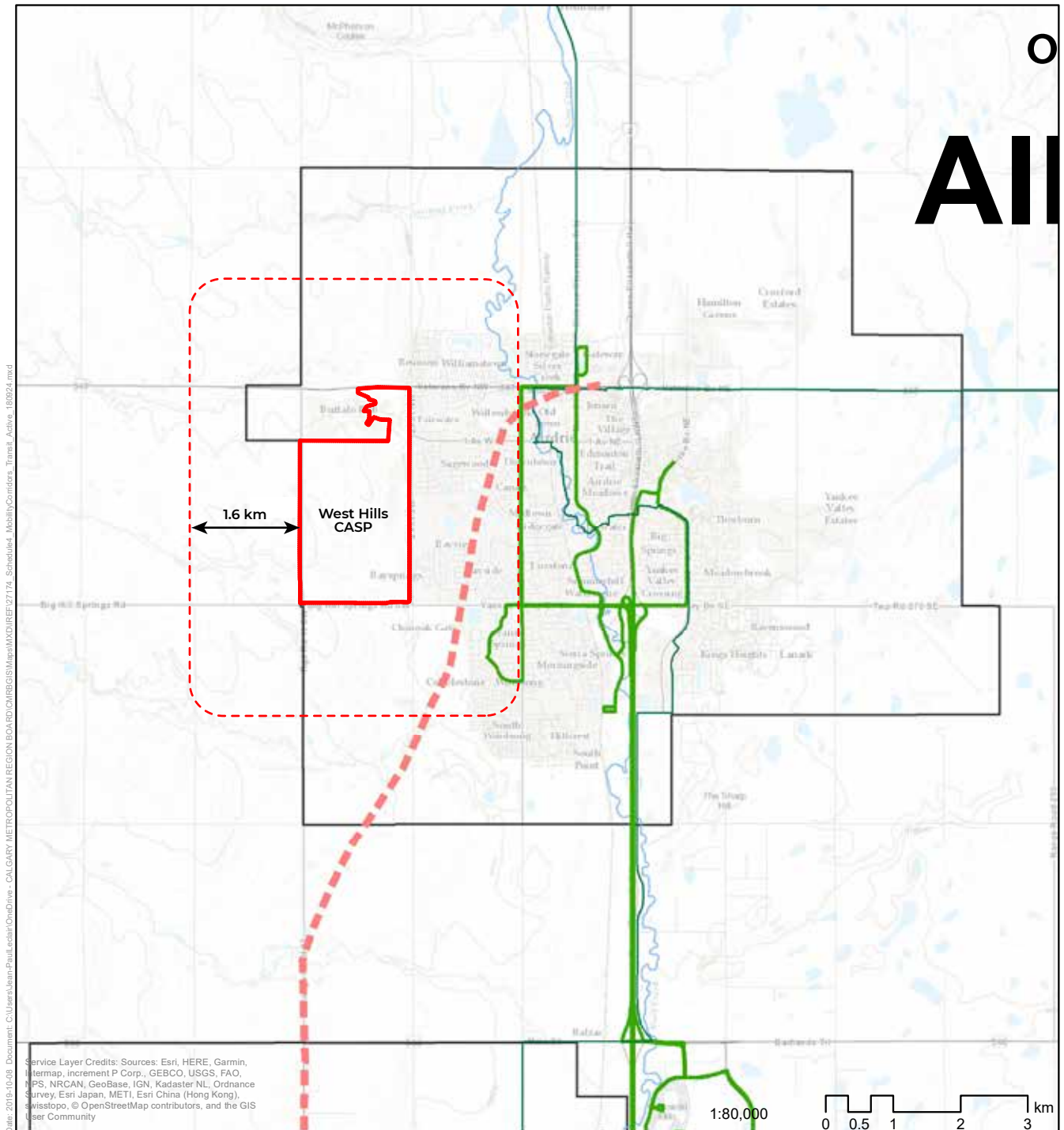
**Calgary Metropolitan Region Interim Growth Plan**

Calgary Metropolitan Region Board

† Per AT's 2015 High Load Corridor on Provincial Highways map. ‡ Per AT's 2018 High Load Corridor and Proposed Oversize / Overweight Corridor on Provincial Highways map.  
\* Foothills County indicates it has not yet accepted or agreed to AT's proposal to use its 274 and 306 Avenues, and Highway 552 east of Highway 2 as Oversize/Overweight Corridors.



## Schedule 4: Mobility Corridors – Transit and Active Transportation



- Active Transportation Corridors**
  - The Great Trail †
  - Regional Pathway
- Higher Order Transit (HOT) Corridors**
  - Existing HOT ‡
  - Planned HOT ‡
  - - - Potential Future HOT ‡
- Intermunicipal Transit Corridors**
  - Public Intermunicipal Transit
  - Private Intermunicipal Transit
  - - - Future Intermunicipal Transit

† Formerly the Trans Canada Trail. ‡ Higher order transit (HOT) includes light rail transit (LRT) and bus rapid transit (BRT).

**Calgary Metropolitan Region  
Interim Growth Plan**

**Calgary Metropolitan  
Region Board**  
Current as of Sep-24/18

